



Government Documents Interest Group (GDIG)

Finding gems: Unearthing interesting and valuable reports from federal research

Thursday, October 8, 2015 11:00 AM - 11:50 AM

Patricia Kenly, Georgia Tech
Bette Finn, Georgia Tech

Focus of presentation

- Technical reports
- Note that info. from Yearbooks, Congressional Hearings, and government serials may also contain results of federally-funded research, or excerpts of technical reports

Technical Reports

- Summary (typically, an “Executive Summary”
 - Sometimes, so lengthy it is issued separately
- Background
- Recommendations
- Not widely distributed

NTIS

- NTIS – an agency of the U.S. Dept. of Commerce –
National Technical Information Service
Also, for 50 years, the name of the agency's database
- Database has over **3 million** *bibliographic* records
- Agency website in 2015 changed
- For traditional NTIS database searching, consider
subscribing to commercial vendor (such as Elsevier's Ei
Village or ProQuest)
 - Vendors offer complex searching capabilities

NTIS

- Senate Committee, 1946 stated:
“employment, industry, and commerce will greatly benefit from the establishment of a **central clearing house** of applied science, technology, and industrial know-how.”
- **NTIS must charge for its products.**
Title 15, U.S. Code 1151-7 directs NTIS to recover its costs from the sale of its products and services.

NTIS

39 Major Categories

All Categories	
Administration & Management	Manufacturing Technology
Aeronautics & Aerodynamics	Materials Sciences
Agriculture & Food	Missile technology
Astronomy & Astrophysics	Mathematical Sciences
Atmospheric Sciences	Medicine & Biology
Behavior & Society	Military Sciences
Biomedical Technology & Human Factors Engineering	Natural Resources & Earth Sciences
Building Industry Technology	Navigation, Guidance, & Control
Business & Economics	Ordnance
Chemistry	Ocean Sciences & Technology
Civil Engineering	Photography & Recording Devices
Communication	Physics
Computers, Control & Information Theory	Problem Solving Information for State & Local Governments
Detection & Countermeasures	Space Technology
Electrotechnology	Navigation, Guidance & Control
Energy	Transportation
Environmental Pollution & Control	Nuclear Science & Technology
Government Inventions for Licensing	Combustion, engines & propellants
Health Care	Urban & regional technology
Industrial & Mechanical Engineering	
Library & Information Sciences	

NTIS History and Indexes

- **NTIS Organization History**

All **agencies** under the **Department of Commerce**

- Office of Technical Services (1946-1964)
- Clearinghouse for Federal Scientific and Technical Information (1965-1970)
- National Technical Information Service (Sept 1970-present)

- **Print Indexes, 1946-1996**

- Bibliography of Scientific and Industrial Reports
- Bibliography of Technical Reports
- U.S. Government Research Reports
- U.S. Government Research & Development Reports
- Government Reports Announcements
- Government Reports Announcements & Index

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UNITED STATES DEPARTMENT OF COMMERCE

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Commercial NTIS Database

- Complex Boolean logic nested searches, with field qualifiers (title, subject, keyword, author, ...), proximity operators, truncation, limit by date (or date range), sort by date or relevance, and combine multiple search statements, custom download, alerts, etc.
- Vendors: ProQuest, Ei Village (Elsevier), EBSCO, STN
 - Additional advantage: Can search multiple databases at the same time

Commercial NTIS Database

ProQuest

All databases > Science & Technology databases > NTIS Database (National Technical Information Service)

NTIS Database (National Technical Information Service)

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Advanced Search [View field codes help](#) [Search tips](#) [Return to GALILEO](#)

(electric* NEAR/5 vehicle*) or (electric* NEAR/5 automobile*)

AND **“air pollution”** OR in Anywhere

+ Add a row

Publication date: **Before**

Any Month Any Day **1970**

6



The Automobile and Air Pollution: A Program for Progress. Part I

Performer: Department of Commerce, Washington, D. C. Panel on Electrically Powered Vehicles. Oct 1967. 57p (October 1967)

...of available information on the nature, effects and control of automotive air

[Abstract/Details](#)

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7



The Automobile and Air Pollution: A Program for Progress. Part II

Performer: Department of Commerce, Washington, D. C. Panel on Electrically Powered Vehicles. Dec 1967. 170p (December 1967)

...air pollution, the automobile is the greatest single contributor, by weight. The
...information on the nature, effects and control of automotive air pollution.

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8



Approaches to Dealing with Motor Vehicle Air Pollution: Report of the Subpanel Transportation System Requirements of the Panel on Electrically Powered Vehicles

Blum, E H. **Performer:** Rand Corp Santa Monica Calif. Dec 1967. 57p. Report: P-3776 (December 1967)

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9



Description of a Guided Automated Individual Transportation System

Grimble, L G; Atkinson, W G. **Performer:** Grimble (L. E.) and Associates Ltd., Edmonton (Alberta). 1 Feb 1968. 130p (February 1, 1968)

...to the problems of air pollution, traffic congestion, and downtown parking.

[Abstract/Details](#)

[Find It](#) GT

NTIS – version on website *until 2014*

Quick Search **Advanced Search** Search Help

Search:	Results:	From Year:	To Year:	<input type="checkbox"/> Search Audio Visual Products Only
All ▼	500 ▼	1964 ▼	2007 ▼	
With All of the words:	<input type="text"/>			<input type="button" value="Search"/> Sort By: Year ▼
With the exact phrase:	<input type="text"/>			
With at least one of the words:	<input type="text"/>			Limit Results By Category: ALL
Exclude Words:	<input type="text"/>			Limit Results By Collection: ALL Business Collection Computer Products Economic Research Service National Audiovisual Center
Limit Results By Source Agency:	<input type="text"/>			Select Source Agency

NTIS and NTRL Databases

- **NTRL** – **850,000** (of the **3 million**) reports in the “traditional” NTIS database are available **full-text**
 - Launched fall 2014
 - **Requires registration** to view the free **pdf**
 - For “**Advanced**” searches, **subscription** (fee) required for “**Premium**” version

Search box on NTIS website is labeled:

“**Public Access NTRL**” (free)

very limited searching capability

"Open NTRL" is the free "Public Access NTRL"
"Public NTRL" is also free – **registration** is required to view **pdfs**

	Open NTRL	Public NTRL	Premium NTRL (Individual Subscription)	Premium NTRL (Institutional Subscription)
ACCESS				
Type of Access	Open	Password	Password	IP
Accepted Terms and Conditions	-	✓	✓	✓
SEARCH CAPABILITIES				
Basic	✓	✓	✓	✓
Advanced	-	-	✓	✓
Filter Results	-	-	✓	✓
Email Results	-	-	✓	✓
DATA PRODUCTS				
Link to NTIS WebStore for Purchase	✓	✓	✓	Digital-On-Demand
Linked Research Data on DVD/CD	-	Purchase at NTIS WebStore	Purchase at NTIS WebStore	Free
DOWNLOADS				
Full Text PDF Display	-	✓	✓	✓
Limit Per Session	-	10	40	40
DIGITAL-ON-DEMAND				
User Requests	-	-	-	✓ (Mediated: Limit of 5 per week)

SEARCH TIPS FOR BOTH QUICK AND ADVANCED SEARCH:

Strings are automatically stemmed. For example, searching for the term plant produces results for plant, plants and planting.

Multiple search terms are "ANDed" together automatically. This is not an exact phrase search.

Example: ionizing radiation

In Quick Search and in free text fields, such as title, keywords and authors, multiple terms can be combined together with Boolean operators **OR**, **AND**, **NOT** to form a more complex query. The operator must be entered in all uppercase.

Example: "nuclear power plants" AND radiation OR waste

Example: *Personal Author:* "Jones, P. N." AND "Smith, E. A"

Using Quick Search from the Advanced Search page searches the same fields as the Quick Search page: Accession Number, Title, Date, Report Number, Keywords, Abstract, Report Year and Full Text. The Quick Search can be combined with another field in Advanced Search to retrieve more precise results.

Phrase Search: Use quotes around the search terms to limit the search to results where the terms are adjacent. Stemming is applied to individual terms within the phrase.

Example: "ionizing radiation"

NTIS website, 2015
(note: database now identified as
“Public Access NTRL”)

PUBLIC ACCESS NTRL

Enter Search Term(s) here

search

Search Results

“climate change” AND arctic

Search

☐ Only documents with full text

1 2 3 4 5 6 7 8 9 10 25

1-25 of 6298

- **Cannot** limit by **date**.
- Results are **only** in “relevancy” order.
- **Cannot** “**sort**” results.
- Almost 6300 records on this topic
- Can **limit** to **full-text** (within NTRL)

You must 'sign in' in order to see any full text.

This report is
full-text

Sign In

Details

Actions:



Download

Changes in the Arctic: Background and Issues for Congress.

ADA595225

Publication Date	2014
Personal Author	O'Rourke, R.
Page Count	118

☐ Only documents with full text

1 2 3 4 5 6 7 8 9 10 >> >|

25

10

25

50

100

- **Display** 10, 25, 50, **100** records (drop down menu)

Details

NTRL
record
cont'd

Keywords

- Arctic regions
- Climate change
- Geopolitics
- Government(Foreign)
- Policies
- Strategy
- United states government
- Agreements
- Canada
- Coast guard
- Competition
- Cooperation
- Crude oil
- Denmark
- Endangered species
- Fisheries
- Icebreakers
- Indigenous population
- Legislation
- Military operations
- Minerals
- National security
- Natural gas
- Navy
- Norway
- Oil pollution
- Russia
- Sea ice
- Search and rescue
- Shipping
- Arctic countries
- Territorial claims
- Territorial disputes

Source Agency

- Arpa(Arctic research and policy act 1984)
- Arctic policy directive 2009
- National security strategy 2010
- National strategy for arctic region 2013
- Unclos(United nations convention on the law of the sea)
- Sea ice reduction
- Ice- free seasons
- Oil exploration
- Gas exploration
- Mineral exploration
- Tourism

- Non Paid ADAS

NTIS Subject Category

- 55C - Meteorological Data Collection, Analysis, & Weather Forecasting
- 92 - Behavior & Society
- 48 - Natural Resources & Earth Sciences
- 74G - Military Operations, Strategy, & Tactics
- 98F - Fisheries & Aquaculture
- 57H - Ecology
- 57Z - Zoology

Corporate Authors

Congressional Research Service, Washington, DC.

Supplemental Notes

CRS Report for Congress.

Document Type

Technical Report



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ADV. SEARCH

RESULTS

developed by the Federal Science Repository Service

ABOUT US

HELP

Advanced Search

Search tip: Place quotation marks around search terms to retrieve exact matches.

SEARCH >>

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Full Text ☐ has full text available



Search All

National AHD Nanotechnology AHD Initiative



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Published

<1900

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Document
Type

is one of

Bibliography
Computer Data File
Computer Model Simulation
Conference Proceedings
Computer Software
Industry Standard

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Slide source: <http://www.ntis.gov/assets/pdf/ntrl-presentation.pdf>
Pricing: <http://www.ntis.gov/assets/pdf/NTRL2014Pricelist.pdf>

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highlights important
recent reports.**

NTRL

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U.S. Department of Commerce

volume 8 • number 2 • August 15th, 2015

Newsletter

National Technical Reports Library

Developed by the Federal Science Repository Service

ADA595225

Changes in the Arctic: Background and Issues for Congress.

Congressional Research Service, Washington, DC.
2014, 118p

Related Categories/Subcategories:

55C (Meteorological Data Collection, Analysis, & Weather Forecasting)

92 (Behavior & Society)

48 (Natural Resources & Earth Sciences),

74G (Military Operations, Strategy, & Tactics)

98F (Fisheries & Aquaculture), 57H (Ecology),

57Z (Zoology)

Keywords: Arctic regions, Climate change, Geopolitics.

ADA585468

Planning Guide for Fish Passage at Pittsburgh District Dams.

Army Engineer Waterways Experiment Station,
Vicksburg, MS. Engineer Research and
Development Center.

2013, 16p

Related Categories/Subcategories:

57H (Ecology)

50B (Civil Engineering)

98F (Fisheries & Aquaculture)

Keywords: Dams, Fishes, Locks(Waterways).

ADA597457

Burrowing by Sailfin Catfish (*Pterygoplichthys*

Commercial Fisheries



Online Sources for Full-Text of Reports

- **Agency databases** – DTIC ; science.gov ; SciTech Connect ; NTRS [NASA] ; TRID ; ERIC
- **Agency websites** (caveat - report is not permanently retained)
- **HathiTrust**
- **Federal contractor websites** such as RAND
- **Catalog of U.S. Government Publications** (links to permanent full-text if available)

Agency Databases

- **SciTech Connect** (formerly DOE Information Bridge)
 - Department of Energy, Office of Scientific and Technical Information (OSTI)
 - Full text documents 1994 to present

<http://www.osti.gov/scitech/advancedsearch>

- **Science.gov**
 - Over 60 databases from 15 federal agencies

<http://www.science.gov>

Agency Databases (Cont'd)

- **DTIC: Public Technical Reports**

- Department of Defense
- Full-text of selected reports, especially of recent reports

<http://www.dtic.mil/dtic/search/tr/tr.html>

- **NTRS: NASA Technical Reports Server**

- National Aeronautics & Space Administration
- Selected full text reports from NASA and its predecessor, NACA

<http://ntrs.nasa.gov/>

Agency Databases (Cont'd)

- **NSCEP/NEPIS** - EPA's Gateway to Free Digital & Paper Publications
 - Consumer focus, but selected report are available

<http://www2.epa.gov/nscep>

- **TRID Online**
 - From the National Transportation Library
 - Previous name: TRIS
 - Selected full text report links

<http://trid.trb.org/search.aspx>

Agency Databases (Continued)

- **Agricola**

- National Agricultural Library, Department of Agriculture
- Selected records linked to full-text documents online

<http://agricola.nal.usda.gov/>

- **ERIC**

- Department of Education. Education Resources Information Center
- Selected full-text materials

<http://eric.ed.gov/>

Additional Agencies

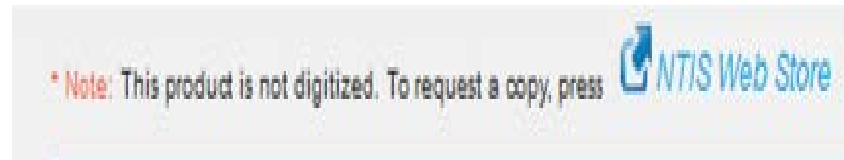
- **United States Geological Survey (USGS)**
 - Selected reports in Publications Warehouse
<http://pubs.er.usgs.gov/>
- **Congressional Research Service (CRS)**
 - See later slides for lists of free third-party sources
- **University research institutes or repositories**
(if federal research by a university author)

Other Sources for Digitized Reports

- HathiTrust
<https://www.hathitrust.org/>
- TRAIL
<http://technicalreports.org/>
- RAND Corporation [note: .org, NOT .com]
<http://www.rand.org/>
- Internet Archive
<https://archive.org/>
- University repositories

Acquiring Reports in NTIS/NTRL

- Typically available for purchase from NTIS. Record will show:



- NOTE: report might have been digitized by *another* agency/organization. Check further.
- InterLibrary Loan (likely, *microfiche*)

NTIS – Interlibrary Loan from Georgia Tech

- Georgia Tech Library has a large, selective **microfiche** scientific technical reports collection
- Common microfiche report numbers, with **coverage**:
 - **AD's**, **ADA's** Dept of Defense (mid 1950s selected; mid 1960s to 2006)
 - **DE's** Dept of Energy (1981-1997)
 - **N's** NASA/NACA (1962-1994; selected reports 1995-2003)
 - **PB's** (selected historical to 2006)
 - Selected **other** agency reports also available

DTIC (Dept. of Defense) database

Report numbers that are **ADA** or **AD** are
Department of Defense reports; check **DTIC's**
Public Technical Reports database

“Simple Search” and “Advanced Search”

<http://www.dtic.mil/dtic/search/tr/tr.html>

1. National Strategy for Pandemic Influenza Implementation Plan

... Close. Accession Number : ADA447939. ... Full Text : <http://www.dtic.mil/get-tr-doc/pdf?AD=ADA447939>. Report Date : MAY 2006. ...
www.dtic.mil/docs/citations/ADA447939 - 31k - 2006-05-01 - Cached - PDF

2. [PDF] National Strategy for Pandemic Influenza Implementation Plan

Page 1. NATIONAL STRATEGY FOR PANDEMIC INFLUENZA
IMPLEMENTATION PLAN HOMELAND SECURITY COUNCIL MAY 2006 Page ...
www.dtic.mil/dtic/tr/fulltext/u2/a447939.pdf - 1623k - 2006-05-01 - Text Version - Citation

Commercial NTIS database (such as ProQuest). Limit by date with field qualifiers

su(space flight) AND ab(soviet OR ussr)

Date: Before January 01 1969

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Narrow results by

☐ Source type

☐ Other Sources (11)

☐ Reports (1)

☐ Publication date

1954 - 1968 (years)



☐ 1 [Problems of Interplanetary Flights](#)
Stanyukovich, K. **Performer:** Rand Corp Santa Monica Calif. 15 Nov 1954. 2p. **Report:** T-38; TT64 71244 (November 15, 1954)

...of the Earth are a reality. Our Soviet scientists and designers, who are

[Abstract/Details](#)

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☐ 2 [Space Law Bibliography](#)
Hogan, J C. **Performer:** Rand Corp Santa Monica Calif. 15 May 1957. 2p. **Report:** P-1087 (May 15, 1957)

...Canada, England, France, Germany, and the USSR, and there are materials in the

[Abstract/Details](#)

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☐ 3 [Soviet Astronautics](#)
Krieger, F J. **Performer:** Rand Corp Santa Monica Calif. 24 Feb 1958. 30p. **Report:** P-1437 (February 24, 1958)

...paper describes the history of Soviet interest in space flight leading up to the

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DTIC <http://www.dtic.mil/dtic/search/tr/tr.html> “Simple Search” and “Advanced Search”



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with the exact phrase

with at least one of the words

without the words

space flight

ussr soviet

Search

Results 1 - 10 of about 1900 for ussr OR soviet "space flight". Search took 0.74 seconds.

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1. [SOVIET MANNED SPACE FLIGHT INDIVIDUALS AND COMPONENTS OF THE USSR SPACE COMMAN SYSTEM \(BASED ON SOVIET OPEN LITERATURE 1961-1962\)](#)
... Title : SOVIET MANNED SPACE FLIGHT INDIVIDUALS AND COMPONENTS OF THE USSR SPACE COMMAN SYSTEM (BASED ON SOVIET ...
www.dtic.mil/docs/citations/AD0285329 - 28k - 1962-09-12 - Cached
2. [THE DAWN OF THE SPACE AGE. GENERAL MEETING OF THE ACADEMY OF SCIENCES, USSR, DEVOTED TO THE FIRST MANNED SPACE FLIGHT](#)
... GENERAL MEETING OF THE ACADEMY OF SCIENCES, USSR, DEVOTED TO THE FIRST MANNED SPACE FLIGHT. ...
www.dtic.mil/docs/citations/AD0269640 - 27k - 1961-08-17 - Cached
3. [SECOND GROUP SPACE FLIGHT, AND CERTAIN RESULTS OF FLIGHTS OF SOVIET COSMONAUTS ON THE 'VOSTOK' SHIPS,](#)
... SECOND GROUP SPACE FLIGHT, AND CERTAIN ... FLIGHTS OF SOVIET COSMONAUTS ON ... Descriptors : *ASTRONAUTS, USSR, AEROSPACE ...
www.dtic.mil/docs/citations/AD0619384 - 28k - 1965-08-18 - Cached
4. [THE SOVIET BALLISTIC MISSILE AND SPACE FLIGHT PROGRAM,](#)
... Title : THE SOVIET BALLISTIC MISSILE ... Descriptors : *SPACE FLIGHT, *SURFACE TO SURFACE MISSILES, SPACECRAFT, USSR, ROCKETS ...
www.dtic.mil/docs/citations/AD0604811 - 26k - 1958-06-02 - Cached

Related search keywords

[space flight](#)
[soviet space](#)
[soviet union](#)
[ussr space](#)
[space flight ussr](#)
[manned space flight](#)
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Best use of DTIC is searching by AD/ADA report number. **May need to add zero after AD#** when searching DTIC database
(AD0666590)



DEFENSE TECHNICAL INFORMATION CENTER

Accession Number: AD0666590

Title : SOVIET ASTRONAUTICS

Corporate Author : RAND CORP SANTA MONICA CA

Personal Author(s) : Krieger, F J

Full Text : <http://www.dtic.mil/get-tr-doc/pdf?AD=AD0666590>

Report Date : 24 Feb 1958

Pagination or Media Count : 31

Access to full text pdf report - available free to all.
DTIC digitized report this summer, at request of a "registered user" "Registered user" is DoD and government contract employees with approved DTIC application



TRID

the TRIS and ITRD database

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1. [Divided Highways: Building the Interstate Highways, Transforming American Life](#)
2013, 416p
Actions: [Preview Abstract](#)

2013-05-21

"big dig" and boston

Title:

8. [COMPLETING THE "BIG DIG": MANAGING THE FINAL STAGES OF BOSTON'S CENTRAL ARTERY/TUNNEL PROJECT](#)
2003, 59 p.

2003

25

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Title: **COMPLETING THE "BIG DIG": MANAGING THE FINAL STAGES OF BOSTON'S CENTRAL ARTERY/TUNNEL PROJECT**

Accession Number: 00941358

Record Type: Monograph

Record URL: <http://www.nap.edu/catalog/10629.html>

Availability: National Academy Press
500 Fifth Street, NW, Lockbox 285
Washington, DC 20055 USA
Find a library where document is available
Order URL: <http://worldcat.org/isbn/0309088879>

Abstract: The Central Artery/Tunnel (CA/T) project, often called the "Big Dig," was conceived to improve the traffic flow in downtown Boston and link several major roadways and transportation hubs. This report was requested by the Massachusetts Turnpike Authority (MTA), which sought an independent assessment of the CA/T project's current project-management and contract-administration practices. The MTA wished to determine if such practices will be adequate for completing the project in a timely and cost-effective manner. The report therefore focuses on project-management and contract-administration practices and procedures in place as of October 2002 and looks toward the future—that is, to the end of the project and its transition to

TRID – note the
detailed abstract,
and **link to the URL**

Corporate Authors:	National Research Council Board on Infrastructure and the Constructed Environment, 500 Fifth Street, NW Washington, DC 20001 USA
Pagination:	59 p.
Publication Date:	2003
ISBN:	0309088879
Features:	Appendices (5) ; Figures (8) ; References
TRT Terms:	Construction scheduling; Contract administration; Cost effectiveness; Management and organization; Oversight; Project management; Road construction; Tunneling
Identifier Terms:	Central Artery/Tunnel Project; Massachusetts Turnpike Authority
Subject Areas:	Administration and Management; Bridges and other structures; Highways; I10: Economics and Administration

Completing the “Big Dig”

<http://www.nap.edu/>



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To download a free PDF of *Completing the “Big Dig”: Managing the Final Stages of Boston’s Central Artery/Tunnel Project*, please log in with your existing MyNAP account, create a free MyNAP account, or download as a guest.

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Contents

Findings and Recommendations,

Background,
Engineering Challenges,
Project Management,
External Oversight,
National Research Council Involvement,
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Background,
Cost and Schedule Control,
Current Status,
Findings and Recommendations,

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Contracting and Management Practices,
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Introduction,
Reporting,
Controls,
Observations,
Findings and Recommendations,

Introduction,
Oversight,
Peer Review,
Findings and Recommendations,

User Transition,
Management Transition,
Security,
Findings and Recommendations,

Typically, an Executive Summary, background, and intro. included in these reports

"Big Dig" Executive Summary

EXECUTIVE SUMMARY

Executive Summary

The Central Artery/Tunnel (CA/T) project is one of the most complex, and certainly the most costly, public-infrastructure projects ever undertaken in the United States. Often called the "Big Dig," the project was conceived to improve the traffic flow in downtown Boston and link several major roadways and transportation hubs. It was intended to replace a badly deteriorated and congested elevated roadway (I-93, the "Central Artery" through Boston), extend the Massachusetts Turnpike (I-90) to Logan Airport through a harbor tunnel, provide an interchange of I-90 and I-93, and replace the I-93 bridge over the Charles River. The project was originally estimated to cost \$2.6 billion (1982 dollars) and be completed in 1998. The current estimate is \$14.6 billion (2002 dollars) with completion anticipated in 2005. All design work has essentially been done, construction is about 85 percent complete, and portions of the project are now being put into operation.

The overall responsibility for the CA/T project was initially assigned to the Massachusetts Department of Public Works, which became the Massachusetts Highway Department (MHD) in 1991. The MHD hired a joint venture of the firms Bechtel and Parsons Brinckerhoff Quade and Douglas, hereinafter referred to as B/PB, to serve as project manager. In 1997, the state legislature designated the Massachusetts Turnpike Authority (MTA) to be owner/operator of the overall Metropolitan Highway System, with consequent responsibility for management of the CA/T project. That management function is now performed by an integrated project organization (IPO) of MTA staff and B/PB staff who essentially work as one single organization under the direction of the MTA.

The Central Artery/Tunnel project has had many noteworthy technological accomplishments that will serve to guide future urban construction. Among them are the deep slurry walls constructed in soft clay, the soil-freezing and tunnel-jacking operation at the Fort Point Channel crossing, and the Leonard P. Zakim Bunker Hill Bridge, which is the widest cable-stayed bridge in the world. It must also be noted that extensive construction

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Von Braun 1952 Space Station Concept, with source information

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von Braun 1952 **Space** Station Concept

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Abstract:

This is a von Braun 1952 **space** station concept. In a 1952 series of articles written in Collier's, Dr. Wernher von Braun, then Technical Director of the Army Ordnance Guided Missiles Development Group at Redstone Arsenal, wrote of a large wheel-like **space** station in a 1,075-mile orbit. This station, made of flexible nylon, would be carried into **space** by a fully **reusable** three-stage launch **vehicle**. Once in **space**, the station's collapsible nylon body would be inflated much like an automobile tire. The 250-foot-wide wheel would rotate to provide artificial gravity, an important consideration at the time because little was known about the effects of prolonged zero-gravity on humans. Von Braun's wheel was slated for a number of important missions: a way station for **space** exploration, a meteorological observatory and a navigation aid. This concept was illustrated by artist Chesley Bonestell.

Publication Date:

Jan 01, 1952

NIX (Document) ID:

MSFC-9132079 (Acquired Oct 12, 2007)

Document Type:

Photograph

Publication Information:

Marshall Image Exchange (MIX) - NASA MSFC

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NASA Official: Gerald Steeman

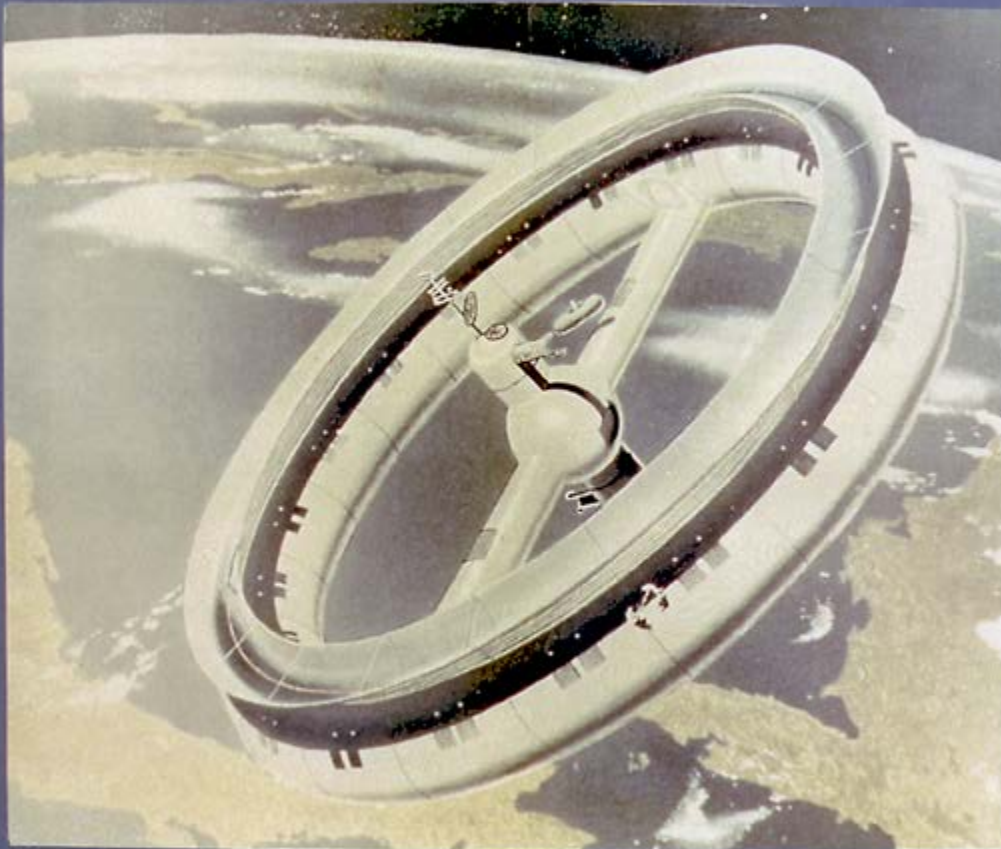
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Von Braun 1952 Space Station Concept Photograph



VON BRAUN'S
SPACE STATION
1952

Illustration by Chesley Bonestell

MSFC-71-PD-4000-130

Another entry by Von Braun; included in Proceedings of a conference; print only

Challenge of the century

Offline Availability: [Go to Request Form](#)

Author and Affiliation: Von Braun, W. (NASA Marshall **Space** Flight Center, Huntsville, AL, United States)

Abstract: Development of **reusable**, improved **space** **vehicles** for future **space** exploration

Publication Date: Jan 01, 1966

Document ID: 19660021097 (Acquired Feb 12, 1996)

Accession Number: 66N30387

Subject Category: SPACE SCIENCES

Document Type: Technical Report

Publication Information: (SEE N66-30366 17-30)

Publisher Information: United States

Financial Sponsor: NASA; United States

Organization Source: NASA Marshall **Space** Flight Center; Huntsville, AL, United States

Description: 5p; In English

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Other Descriptors: ENGINEERING DEVELOPMENT; **REUSABLE** **SPACE**CRAFT; SATURN V LAUNCH **VEHICLE**; **SPACE** EXPLORATION

Imprint And Other Notes: IN NASA, WASHINGTON PROC. OF THE 5TH NATL. CONF. ON THE PEACEFUL USES OF **SPACE** 1966 P 165-169 /SEE N66-30366 17-30/
GPO - HC \$1.50, CFSTI- MF \$1.25

NASA SP-82

Fifth National Conference on the
PEACEFUL USES OF SPACE

ST. LOUIS, MISSOURI

MAY 26-28, 1965



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We would like to see Earth-to-orbit trips as convenient and cheap as a trip to Europe and a flight to the Moon no more expensive than a trip around the world today. To realize this ambition, we would need to average more than 49 successful flights out of 50 from Earth to orbit and return with a space vehicle carrying 50 passengers on each flight. And for a lunar flight, we would have to have approximately 24 out of 25 successful flights with 10 passengers aboard each time. We cannot expect to open the first commercial space line to Earth orbit until 1985 or later.

We are just now beginning to explore the planets, having made one probe of Venus, with another on its way to Mars. Manned exploration of the planets will have to wait until nuclear propulsion and more economical large launch vehicles are available. The first manned flyby missions to Venus or Mars could be made by the mid-1970's if resources are allotted for this purpose and all the tricks of the trade are called upon.

The first landing on Mars or on one of its moons must wait until the 1980's.





One of the methods we have been studying several years combines the experience gained in the X-15 rocket plane program with present Saturn know-how, for building a high performance two-stage rocket "plane"—called the Reusable Orbital Transport. It appears entirely practical to develop a vehicle that would not subject passengers to more than 3 g in ascent or descent.

During the 1970's we shall have to be satisfied with a lunar transportation system based on the Saturn/Apollo spacecraft capabilities. By the 1980's we can look forward to a reusable Earth-lunar transportation system, which should make transportation costs 30 times more economical than those of the Apollo system. The development of nuclear propulsion systems is a prerequisite for such an improvement.


Such systems would use a chemical reusable rocket plane to orbit, a reusable nuclear ferry from Earth orbit to lunar orbit and back, and a single-stage chemical lunar shuttle bus to carry cargo and personnel between lunar orbit and the lunar surface. The nuclear

Showing another report on “reusable space vehicles”
[term used before phrase “space shuttle” was common]

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Integral Launch and Reentry Vehicle System. Volume 1, Book 1 - Configuration Design and Subsystems

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Abstract: Two stage to orbit reusable spacecraft system for use in transporting cargo and passengers to and from earth orbital space stations

Publication Date: Nov 01, 1969

Document ID: 19700005884 (Acquired Nov 22, 1995)

Accession Number: 70N15188

Subject Category: SPACE VEHICLES

Report/Patent Number: NASA-CR-66863-1, MDC-E0049-VOL-1

Document Type: Technical Report

Publisher Information: United States

Contract/Grant/Task Num: NAS9-9204

Financial Sponsor: NASA; United States

Organization Source: McDonnell-Douglas Corp.; Eastern Div.; Saint Louis, MO, United States

Description: 380p; In English

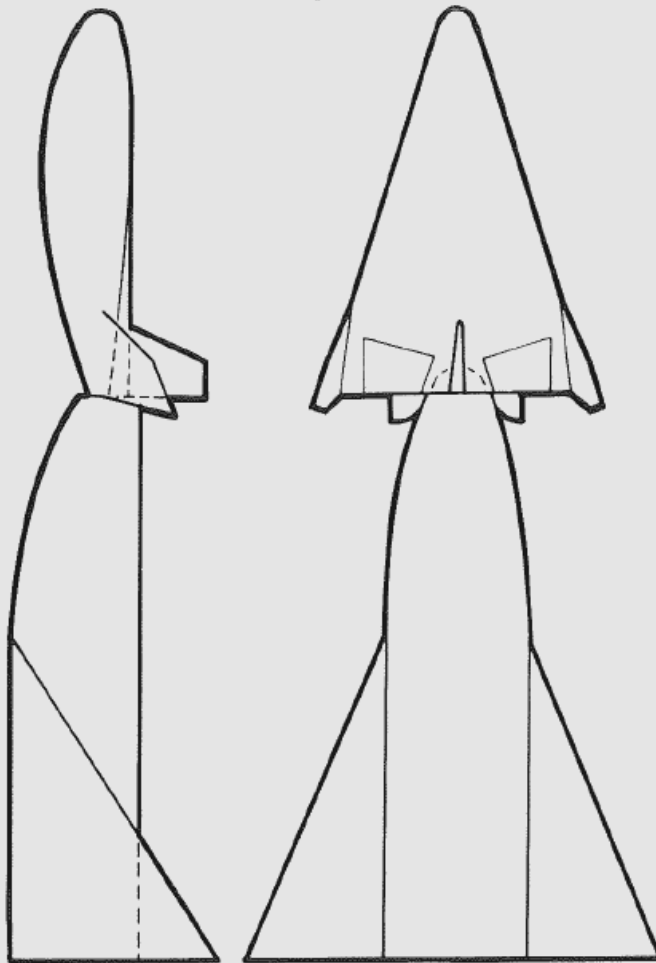
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NASA Terms: REENTRY VEHICLES; REUSABLE SPACECRAFT; SPACE STATIONS; SPACECRAFT DESIGN; LAUNCHING SITES; RELIABILITY

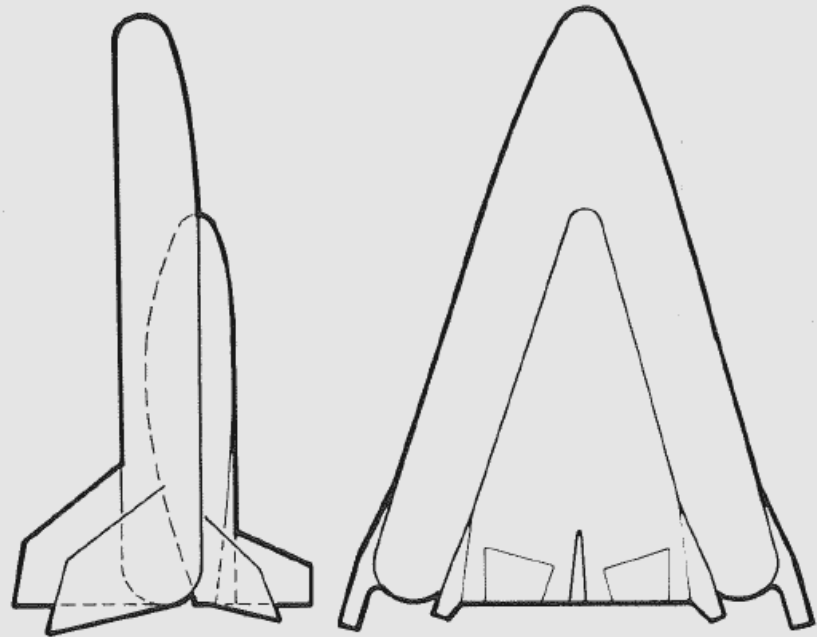
TWO-STAGE CONCEPTS
(Continued)

CONCEPT C



IL RVS-52

CONCEPT D



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this space shuttle record re delivery of
Endeavor in 1961 ??

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Endeavour is Delivered to the Kennedy Space Center

NIX Online Source: [Click to View Photo/Image](#)

Abstract: NASA's 747 Shuttle Carrier Aircraft No. 911, with the space shuttle orbiter Endeavour securely mounted atop its fuselage, taxis to the runway to begin the ferry flight from Rockwell's Plant 42 at Palmdale, California, where the orbiter was built, to the Kennedy Space Center, Florida. At Kennedy, the space vehicle was processed and launched on orbital mission STS-49, which landed at NASA's Ames-Dryden Flight Research Facility (later redesignated Dryden Flight Research Center), Edwards, California, May 16 1992. NASA 911, the second modified 747 that went into service in November 1990, has special support struts atop the fuselage and internal strengthening to accommodate the added weight of the orbiters.

Publication Date: Jan 01, 1961 

NIX (Document) ID: GPN-2000-001943 (Acquired Sep 15, 2006)

Document Type: Photograph

Publication Information: [Greatest Images of NASA \(GRIN\) - NASA Headquarters](#)

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Title:	Recent Changes in High-Latitude Glaciers, Ice Caps, and Ice Sheets
Author(s):	Abdalati, Waleed
Abstract:	<p>The glaciers and ice sheets of the world contain enough ice to raise sea level by approximately 70 meters if they were to disappear entirely, and most of this ice is located in the climatically sensitive polar regions. Fortunately changes of this magnitude would probably take many thousands of years to occur, but recent discoveries indicate that these ice masses are responding to changes in today's climate more rapidly than previously thought. These responses are likely to be of great societal significance, primarily in terms of their implications for sea level, but also in terms of how their discharge of freshwater, through melting or calving, may impact ocean circulation. For millions of years, oceans have risen and fallen as the Earth has warmed and cooled, and ice on land has shrunk and grown. Today is no different in that respect, as sea levels have been rising at a rate of nearly 2 m per year during the last century (Miller and Douglas 2004), and 3 mm yr in the last 12 years (Leuliette et al. 2004). What is different today, however, is that tens - perhaps hundreds - of millions of people live in coastal areas that are vulnerable to changes in sea level. Rising seas erode beaches, increase flood potential, and reduce</p>

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the effects of major storms and hurricanes. The costs associated with a one-meter rise in sea level are estimated to be in the hundreds of billions of dollars in the United States alone. The worldwide costs in human terms would be far greater as some vulnerable low-lying coastal regions would become inundated, especially in poorer nations that do not have the resources to deal with such changes. Such considerations are particularly important in light of the fact that a one meter sea level rise is not significantly outside the 0.09 to 0.88 range of predictions for this century (IPCC 2001), and rises of this magnitude have occurred in the past in as little as 20 years (Fairbanks 1989). While the expansion of the warming oceans is estimated to be about a third of recent sea level rise, (Miller and Douglas 2004) the greatest potential for significantly increasing sea level lies in the Greenland and Antarctic ice sheets. For different reasons, each exhibits characteristics that suggest they are potentially unstable. In Antarctica, large portions of the ice cover rest on a soft bed that lies below sea level, making it vulnerable to runaway retreat. The Greenland ice sheet experiences considerable melt, which has the potential to rapidly accelerate the flow of ice toward the sea. While smaller ice masses, such as the Alaskan Glaciers and the Canadian ice caps, do not have anywhere near the same potential to impact sea level as the vast ice sheets do, many are melting rapidly, posing a significant near-term threat.

NASA Center: Goddard Space Flight Center

Publication Date: 2006

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☐ 1. Feasibility study for lunar worm planetary roving vehicle concept Final technical report

Document ID: 19660022562

NTRS Full-Text: [Click to View](#)  [PDF Size: 14.4 MB]

Author: Dobson, F. A.; Fulton, D. G.

Abstract: Mobility and structural analyses of bellows concept for lunar roving vehicle

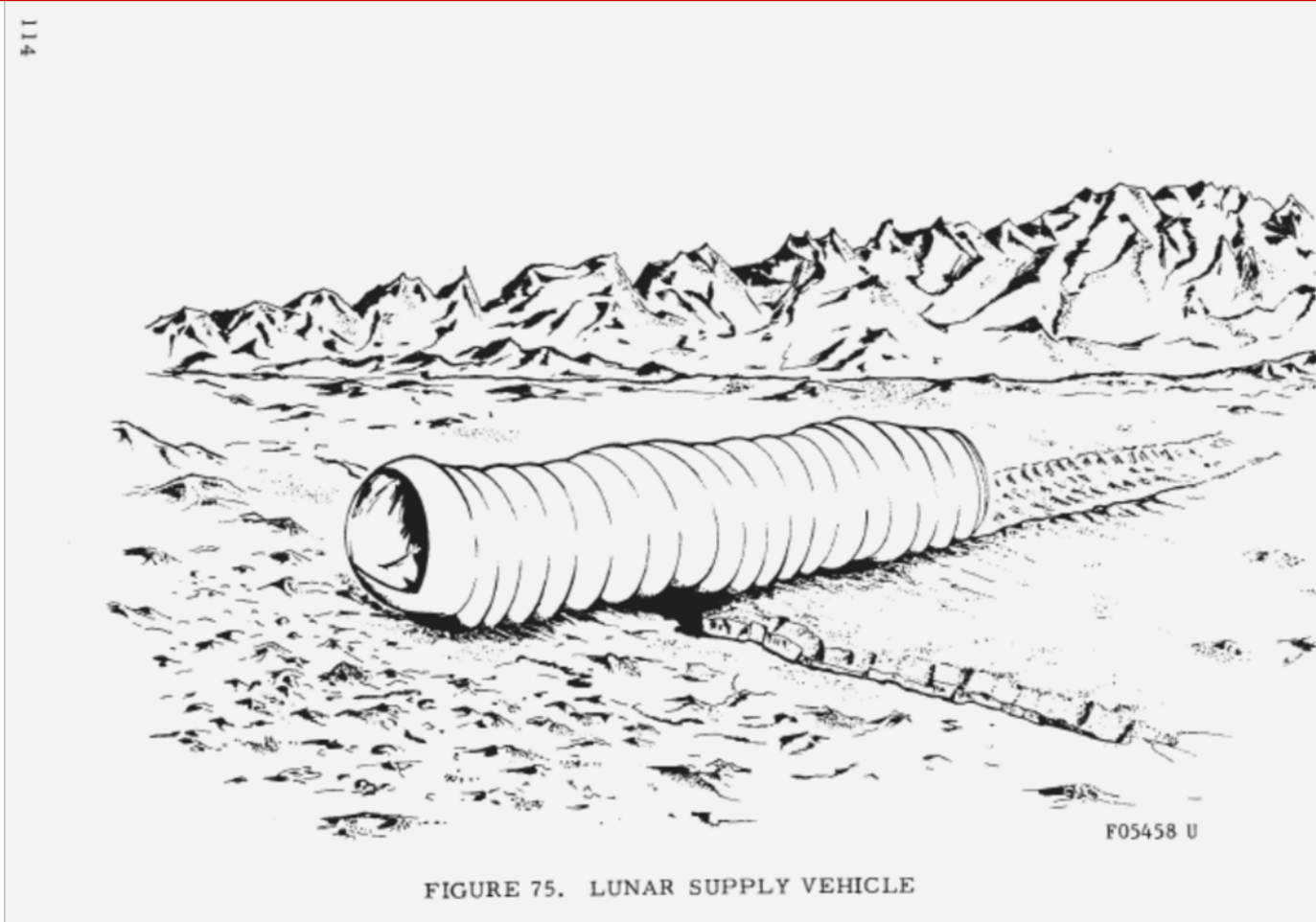
Publication Year: 1966

Document Type: Technical Report

Report/Patent Number: NASA-CR-66098, RSC-6720

Date Acquired: Feb 12, 1996

1966 technical report, Feasibility study for lunar worm planetary roving vehicle concept (NASA-CR-66098).
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[Assessment of statewide annual streamflow in New Mexico, 1985-2013](#)

Joseph Anthony Affinati, Nathan C. Myers

2015, Scientific Investigations Report 2015-5082

In 2014, the New Mexico Water Resources Research Institute began a statewide assessment of the water resources of New Mexico. The U.S. Geological Survey, in cooperation with the New Mexico Water Resources Research Institute, addressed the streamflow component of the assessment by examining streamgauge data for major river basins and...

[Assessment of historical surface-water quality data in southwestern Colorado, 1990-2005](#)

Lisa D. Miller, Keelin R. Schaffrath, Joshua I. Linard

2013, Scientific Investigations Report 2012-5255

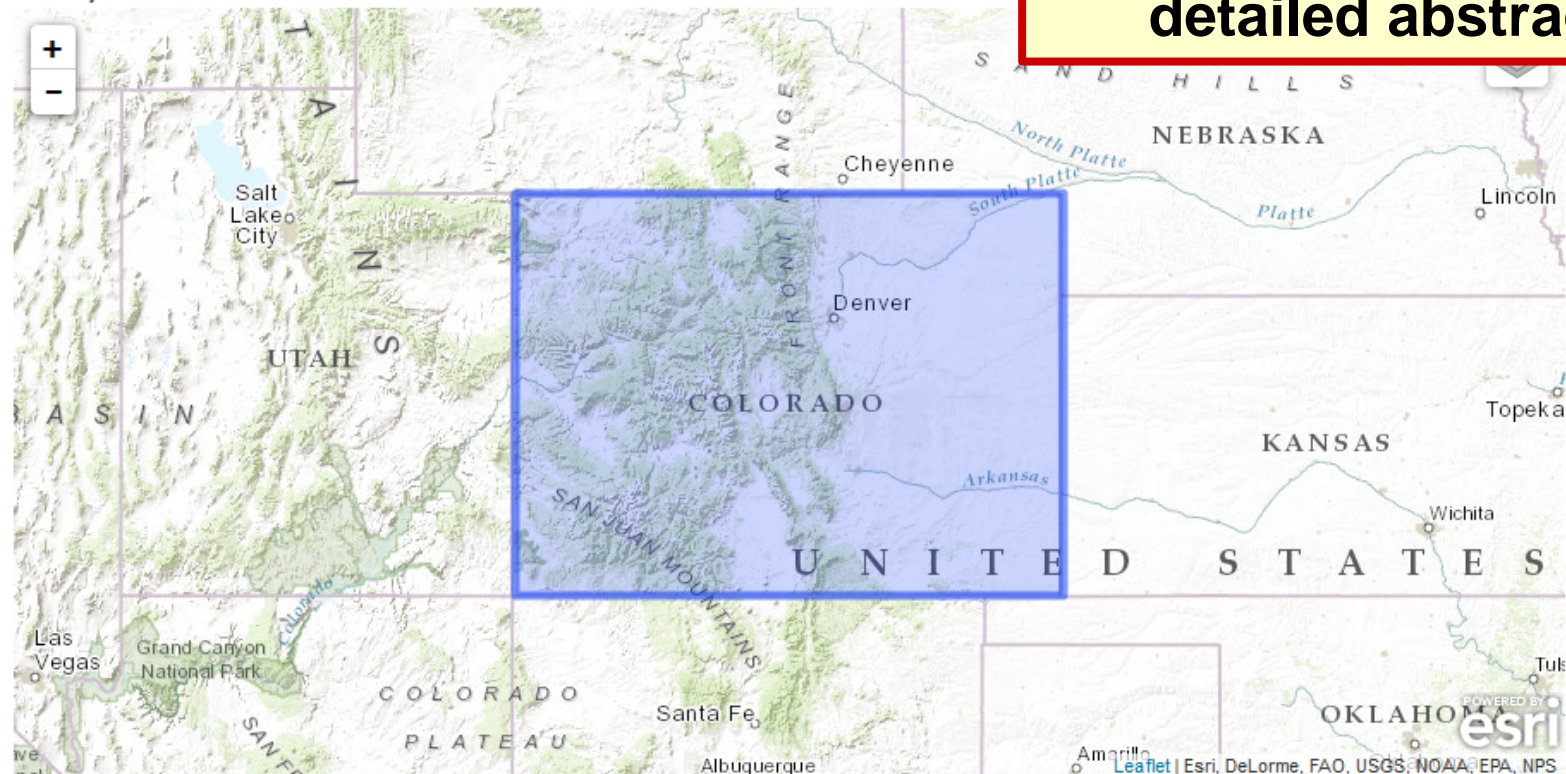
The spatial and temporal distribution of selected physical and chemical surface-water-quality characteristics were analyzed at stream sites throughout the Dolores and San Juan River Basins in southwestern Colorado using historical data collected from 1990 through 2005 by various local, State, Tribal, and Federal agencies. Overall, streams throughout the study area...

Selected this report

Abstract

The spatial and temporal distribution of selected physical and chemical surface-water-quality characteristics were analyzed at stream sites throughout the Dolores and San Juan River Basins in southwestern Colorado using historical data collected from 1990 through 2005 by various local, State, Tribal, and Federal agencies. Overall, streams throughout the study area were well oxygenated. Values of pH generally were near neutral to slightly alkaline throughout most of the study area with the exception of the upper Animas River Basin near Silverton where acidic conditions existed at some sites because of hydrothermal alteration and(or) historical mining. The highest concentrations of dissolved aluminum, total recoverable iron, dissolved lead, and dissolved zinc were measured at sites located in the upper Animas River Basin. Thirty-two sites throughout the study area had at least one measured concentration of total mercury that exceeded the State chronic aquatic-life criterion of 0.01 µg/L. Concentrations of dissolved selenium at some sites exceeded the State chronic water-quality standard of 4.6 µg/L. Total ammonia, nitrate, nitrite, and total phosphorus concentrations generally were low throughout the study area. Overall, results from the trend analyses indicated improvement in water-quality conditions as a result of operation of the Paradox Valley Unit in the Dolores River Basin and irrigation and water-delivery system improvements made in the McElmo Creek Basin (Lower San Juan River Basin) and Mancos River Valley (Upper San Juan River Basin).

Study Area





Scientific Investigations Report 2012-5255

**COVER. Animas River at Tall Timber
Resort above Tacoma, Colorado**

U.S. Department of the Interior
U.S. Geological Survey

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of approximately three million gallons of water per day. The **Animas River** flows



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allowing drinking water intakes to reopen and recreational and agricultural use of the **Animas River** to resume. EPA collected sediment samples along several points of the river....



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Hoffer, R. M. (principal investigator)

1974-01-01

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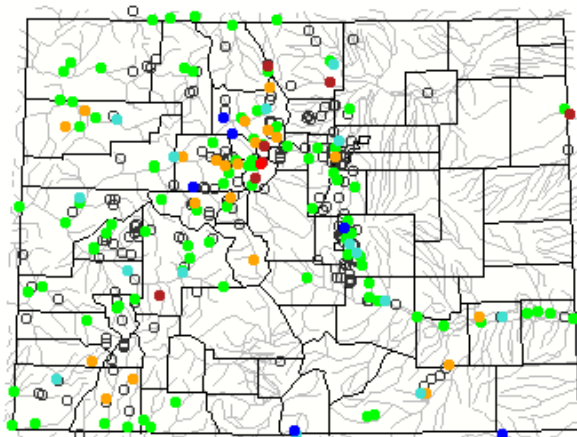
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Water Resources of Colorado

Welcome to the USGS Colorado Water Science Center. These pages are your source for water-resource information collected and interpreted by the U.S. Geological Survey in Colorado.

Streamflow Conditions in Colorado

Saturday, September 26, 2015 17:00ET



Current streamflow conditions
Low Normal High

[Explanation of percentile classes](#)

Summary and Alerts

[Map based display of CO precipitation gage data](#)

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USGS Colorado Water Science Center Highlights

Featured Activities

USGS Scientists Study Effects of Gold King Mine Release



On August 5, while investigating the Gold King Mine in southwestern Colorado, the U.S. Environmental Protection Agency accidentally triggered the release of approximately three million gallons of acidic, metal-rich mine wastewater from the Gold King Mine into Cement Creek, a tributary of the Animas River. The Animas River flows south into the San Juan River, which is a tributary to the Colorado River.

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Chemical Considerations for an Updated National Assessment of Brackish Groundwater Resources

By P.B. McMahon, J. K. Böhlke, K.G. Dahm, D.L. Parkhurst, D.W. Anning, and J.S. Stanton

[PDF \(0 KB\)](#) | [Online Journal Article](#)

2013 Monitoring and Tracking Wet Nitrogen Deposition at Rocky Mountain National Park

By Kristi Morris, Alisa Mast, David Clow, Greg Weatherbee, Jill Baror Curt Taipale, Tamara Blett, David Gay, and D. Bowker

USGS Scientists Study Effects of Gold King Mine Release

CATEGORIES: [FEATURED](#), [WATER](#)

POSTED ON AUGUST 20, 2015 AT 11:56 AM

LAST UPDATE 12:46 PM BY: HEIDI KOONTZ (HKOONTZ@USGS.GOV), GEOFF PLUMLEE, KATIE WALTON-DAY



The USGS streamgage on Cement Creek at Silverton, Colorado, measures continuous stream stage and discharge. Cement Creek is part of the Animas River Watershed in southwest Colorado.

On August 5, while investigating the Gold King Mine in southwestern Colorado, the U.S. Environmental Protection Agency accidentally triggered the release of approximately three million gallons of acidic, metal-rich mine wastewater from the Gold King Mine into Cement Creek, a tributary of the Animas River. The Animas River flows south into the San Juan River, which is a tributary to the Colorado River. (Source: [EPA](#))

Sample Collection in Multiple States

USGS scientists from several offices are providing scientific input following the release. For example, a USGS analysis of streamflow data from USGS streamgages along Cement Creek and the Animas River near Silverton, Colorado, showed that the release was approximately three million gallons, and these results were provided to EPA. Additionally, USGS scientists are studying various environmental effects of the release. Water and sediment samples are being collected along Cement Creek upstream from Silverton, downstream along the Animas River from Silverton to the confluence with the San Juan River, and downstream along the San Juan River in neighboring New Mexico and Utah.

Researching Effects of Abandoned Mine Lands in the Animas River Watershed

The upper Animas River watershed near Silverton, Colorado, has been an area of extensive interdisciplinary USGS research on abandoned mine lands. Prior to mining in this area, the mineralized rocks were

natural sources of metals and acidity to streams. Ancient, naturally-occurring ferricretes are surficial deposits cemented with iron-rich minerals that indicate acidic water has long existed near Silverton, Colorado.



Multiple USGS papers have been published about the environmental effects of unmined, mineralized areas and historical mine sites within the Animas River watershed. These reports collectively provide a critical environmental baseline against which the effects of the release can be assessed. The reports also provide crucial geological, geochemical, hydrological, remote sensing, ecological, and aquatic toxicological information that helps inform **abandoned mine** cleanup decisions within the Animas watershed.

Spring discharges water to Cement Creek and other tributaries of the upper Animas River.

For more than 20 years, scientists with the USGS have been studying the environmental effects of some of the estimated 200,000 to more than 500,000 abandoned mine sites throughout the country, including the Boulder River in Montana and the upper Arkansas River near Leadville, Colorado.

Next Steps: Start With Science

As the visible evidence fades from the August 5 Gold King Mine release, the USGS will continue working with partners to fully understand the immediate and lasting effects across the Animas River watershed and downstream waters. On August 18, the EPA announced that the U.S. Department of the Interior will lead an independent assessment of the factors that led to the Gold King Mine incident. It is anticipated that DOI will provide the assessment report to EPA and the public within 60 days.

USGS has much on the EPA incident as well as on abandoned mines

USGS Abandoned Mine Lands Initiative (AMLI)

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Upper Animas River Study Area

<http://amli.usgs.gov/Animas-River/index.html>

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USGS Professional Paper 1651 (2007)

Integrated Investigations of Environmental Effects of Historical Mining in the Animas River Watershed, San Juan County, Colorado

Edited by S.E. Church, P. von Guerard, and S.E. Finger, 2007, U.S. Geological Survey Professional Paper 1651, 1096 p., 6 plates, 1 DVD. Available online at <http://pubs.usgs.gov/pp/1651/>.

List of Chapters

U.S. Geological Survey, 2007, Summary and conclusions from investigation of the effects of historical mining in the Animas River watershed, San Juan County, Colorado, Chapter A in U.S. Geological Survey Professional Paper 1651, p. 1-16.

von Guerard, P., Church, S.E., Yager, D.B., and Besser, J.M., 2007, The Animas River watershed, San Juan County, Colorado, Chapter B in U.S. Geological Survey Professional Paper 1651, p. 17-38.

Jones, W.R., 2007, History of mining and milling practices and production in San Juan County, Colorado, 1871-1991, Chapter C in U.S. Geological Survey Professional Paper 1651, p. 39-86.

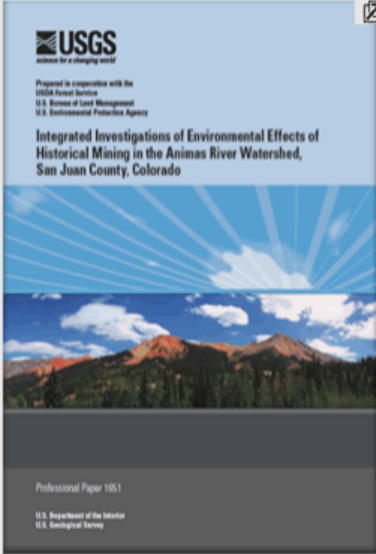
Besser, J.M., Finger, S.E., and Church, S.E., 2007, Impacts of historical mining on aquatic ecosystems—An ecological risk assessment, Chapter D in U.S. Geological Survey Professional Paper 1651, p. 87-106.



Prepared in cooperation with the USDA Forest Service, U.S. Bureau of Land Management, and U.S. Environmental Protection Agency

Integrated Investigations of Environmental Effects of Historical Mining in the Animas River Watershed, San Juan County, Colorado

Edited by Stanley E. Church, Paul von Guerard, and Susan E. Finger



USGS
science for a changing world

Prepared in cooperation with the
USDA Forest Service
U.S. Bureau of Land Management
U.S. Environmental Protection Agency

Integrated Investigations of Environmental Effects of
Historical Mining in the Animas River Watershed,
San Juan County, Colorado

Professional Paper 1651
U.S. Department of the Interior
U.S. Geological Survey

This publication comprises a Volume Contents of chapters (listed below) and a CD-ROM of data (contents shown in column at right).

The Animas River watershed in southwest Colorado is one of many watersheds in the western United States where historical mining has left a legacy of acid mine drainage and elevated concentrations of potentially toxic trace elements in surface streams. U.S. Geological Survey scientists have completed a major assessment of the environmental effects of historical mining in the Animas River watershed focusing on the area upstream of Silverton, Colo.—the Mineral Creek, Cement Creek, and upper Animas River basins. The study demonstrated how the watershed approach can be used to assess and rank mining-affected sites for possible cleanup. The study was conducted in collaboration with State and Federal land-management agencies and regional stakeholders groups.

This book is available for purchase at Information Services, U.S. Geological Survey (1-888-ASK-USGS).

Version 1.0
Posted March 2008
Database from Volume's accompanying CD-ROM.

- [Front Matter PDF \(336 kB\)](#)
The Front Matter includes a Volume Contents of chapters which is listed below.
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Contains: plates, tables, associated GIS and metadata files.

Suggested citation:

Church, S.E., von Guerard, Paul, and Finger, S.E., eds., 2007, Integrated investigations of environmental effects of historical mining in the Animas River watershed, San Juan County, Colorado: U.S. Geological Survey Professional Paper 1651, 1,096 p. plus CD-ROM. [In two volumes.]

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[B. The Animas River watershed, San Juan County, Colorado](#) PDF (13.5 MB)

By Paul von Guerard, Stanley E. Church, Douglas B. Yager, and John M. Besser

[C. History of mining and milling practices and production in San Juan County, Colorado, 1871–1991](#) PDF (293 MB)

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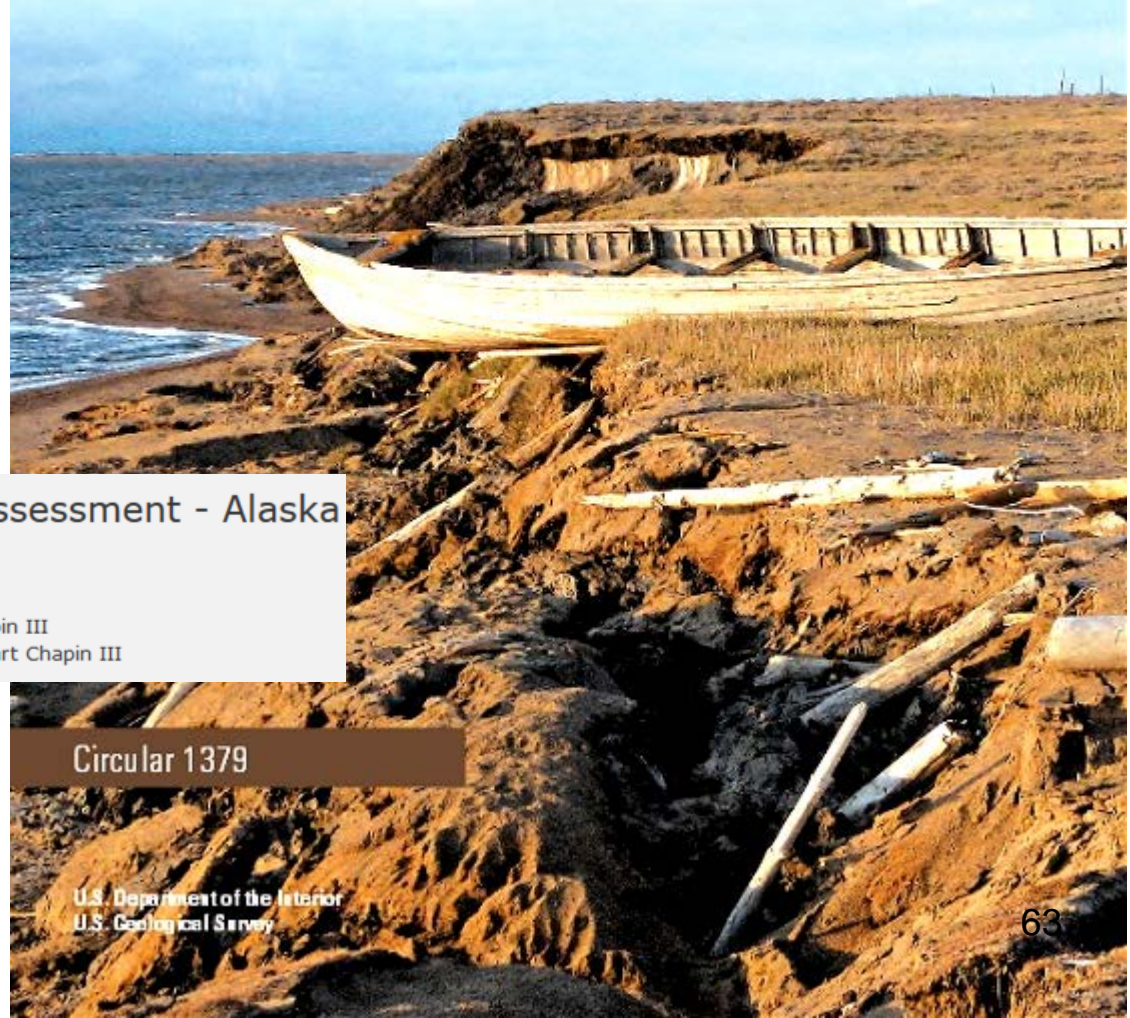
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Congress of the U.S., Washington, DC. House Committee on Energy and Commerce.

Hearings on the effects of a 1984 U. S. Supreme Court ruling concerning the televising rights of college football games are presented. Responses to the decision by colleges and broadcasters, and likely impacts on schools, are considered. In deciding the case brought by the University of Georgia and University of Oklahoma against the National Collegiate Athletic Association (NCAA), the court ruled that NCAA may no longer serve as sole agent for colleges and universities in the sale of television rights for football games. The practices of the NCAA were judged to restrain trade unreasonably, inhibit competition in the marketplace, and constitute price fixing. Information is provided on the background of the NCAA's television plans leading to the 1982-1985 plan that was voided by the Supreme Court, as well as events following the judicial decisions. Also considered are the financial positions of colleges and universities under contracts that have recently been entered into by the College Football Association and the Big Ten/PAC Ten coalition as compared to the schools' financial positions under the now-invalid NCAA television plan. Included is the 1984 proposed National Football Television Plan. (SW)

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Our grave concern that the NCAA system violated the Sherman Act was underscored by our vulnerability to recovery of damages as a party to this violation, should a party outside the NCAA bring suit.

The University of Georgia supports the purposes for which the NCAA was formed and continues to exist: Protection of the amateur status of student athletes and college athletics, organizing play and the avoidance of excesses inconsistent with the concept of athletics performed by scholar-athletes. The NCAA's numerous rules restricting the number and dollar amount of scholarships, setting rules of competition, setting limits on recruiting incentives and training seasons, and setting academic standards for eligibility are totally consistent with the organization's true purpose.

But NCAA control of the commercial aspects of the property interests of its member institutions is not that organization's purpose. In fact, it is my concern that the NCAA has become preoccupied with commercial aspects of college athletics as opposed to its legitimate, noncommercial purposes.

Individual institutions should control their property and business interests just as they should bear the total responsibility for meeting their financial obligations by making sound decisions. The governing factors of televised college football should be good judgment by colleges and universities, and the conditions in the marketplace to which it is made available.

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Note:	"Serial no. 98-169." CIS Microfiche Accession Numbers: CIS 85 H361-48
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ticipate under those conditions or disband our athletic program. Our grave concern that the NCAA system violated the Sherman Act was underscored by our vulnerability to recovery of damages as a party to this violation, should a party outside the NCAA bring suit.

The University of Georgia supports the purposes for which the NCAA was formed and continues to exist: Protection of the amateur status of student athletes and college athletics, organizing play and the avoidance of excesses inconsistent with the concept of athletics performed by scholar-athletes. The NCAA's numerous rules restricting the number and dollar amount of scholarships, setting rules of competition, setting limits on recruiting incentives and training seasons, and setting academic standards for eligibility are totally consistent with the organization's true purpose.

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Internet Access	http://purl.access.gpo.gov/GPO/LPS119450
Author	Eaton, Chris.
Publisher Info.	St. Petersburg, Fla. : Florida Fish and Wildlife Conservation Commission, Fish and Wildlife Research Institute ; Silver Spring Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, [2008].
SuDoc Number	C 55.13/2:NMFS-OPR-38
Item Number	0208-C-02 (online)
LC Number	QL666.C536 I58 2008
Description	1 online resource (xii, 233 p.) : maps (mostly col.).
Series	(NOAA technical memorandum NMFS-OPR; 38.)
General Note	Title from PDF title screen (viewed on Feb. 23, 2010). "June 2008."
Bibliography	Includes bibliographical references (p. 218-219).
Subject - LC	Sea turtles -- Monitoring -- Florida. Sea turtles -- Research -- Florida.
Added Entry	Fish and Wildlife Research Institute (Florida) United States. National Marine Fisheries Service.

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NOAA. In-Water Sea Turtle Monitoring and Research in Florida: Review and Recommendations

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Chris Eaton, Erin McMichael, Blair Witherington, Allen Foley,
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U.S. Department of Commerce
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NOAA Technical Memorandum NMFS-OPR-38
June 2008

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Type of Material: Book

Author(s): Wear, David N.

Greis, John G. (John George), 1951-
Walters, Nancy.

Corporate Author(s): United States. Forest Service. Southern Research Station.

Title: The Southern forest futures project : using public input to define the issues / David N. Wear, John G. Greis, and Nancy Walters.

Published: Asheville, NC : Forest Service, Southern Research Station [2009]

Description: iii, 17 p. : col. ill., col. map ; 28 cm.

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The Southern
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The Invasion of Southern Forests by Nonnative Plants: **Key Findings from the Southern Forest Futures Project Technical Report**

Princesstree (*Paulownia tomentosa*), **invades** widely after wildfire, timber harvesting, and other disturbances. Photo by Leslie Mehrhoff, courtesy of Bugwood.org.

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FEMA 549, Hurricane Katrina in the Gulf Coast: Mitigation Assessment Team Report, Building Performance Observations, Recommendations, and Technical Guidance

In response to Hurricane Katrina, FEMA deployed a Mitigation Assessment Team (MAT) to evaluate and assess damage from the hurricane and provide observations, conclusions, and recommendations on the performance of buildings and other structures impacted by wind and flood forces. The conclusions and recommendations of the report provide decision-makers with information and technical guidance that can be used to reduce future hurricane damage.

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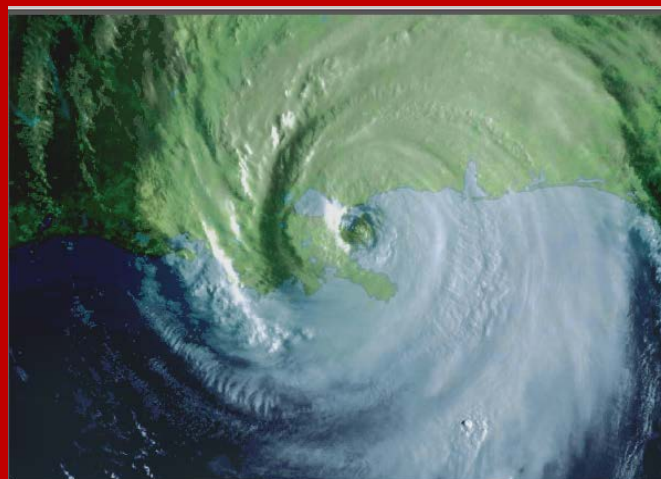
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Introduction is 36 pages & has summary info. and statistics

1 INTRODUCTION

Table 1-1. Katrina Housing Damage Summary

Location	Dwelling Type	Destroyed	Major	Minor
Alabama	Single-Family	363	966	345
	Manufactured	-	1	26
	Apartment	-	-	-
	Subtotal	363	967	371
Louisiana	Single-Family	241,524	38,350	40,066
	Manufactured	1,552	1,146	1,855
	Apartment	40,762	33,676	27,842
	Subtotal	283,838	73,172	69,763
Mississippi	Single-Family	68,466	62,981	95,468
	Manufactured	263	2,241	4,811
	Apartment*	-	-	-
	Subtotal	68,729	65,237	100,318
Hurricane Katrina TOTALS	Single-Family	310,353	102,297	135,879
	Manufactured	1,815	3,388	6,692
	Apartment	40,762	33,691	27,881
	Total	352,930	139,376	170,452

(SOURCES: AMERICAN RED CROSS, NATIONAL ASSOCIATION OF HOME BUILDERS, 10/05 <<http://www.redcross.org>>, <<http://www.nahb.org>>.)

* Data incomplete.

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Andrew Fickell
Assistant National Security
Council Affairs, Defense, and Trade Division

Summary

The report will be made by the 1000 Genomes Project, a consortium of scientists from 15 countries, including the United Kingdom, who are working to create a reference genome for the human population. The project is funded by the Wellcome Trust and the U.S. National Institutes of Health. The first results of the project were published in 2012, and the full reference genome is expected to be completed by 2015.

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Women in Combat: Issues for Congress

Kristy N. Kamarck
Analyst in Military Manpower

September 1, 2015

**25-page report. Note footnote;
has citation to the Public Law**

Following World War II, Congress made women a permanent part of the military through the Women's Armed Services Integration Act of 1948.¹⁴ This legislation included two exclusionary statutes prohibiting assignment of female members to duty in aircraft engaged in combat and to vessels engaged in, or likely to be engaged in combat missions.¹⁵ The legislation also limited the

The limit on the percentage of women in the military was eventually repealed in 1967 and the number of women serving continued to grow through the next three decades.¹⁷ While the number of women in the military increased, various pieces of legislation in the 1970s also broadened the opportunities for female servicemembers. In 1974, the age requirement for women enlisting without parental consent was made the same as for men.¹⁸ In the next year, legislation was

¹⁷ P.L. 90-130; 81 Stat. 374; November 8, 1967.

¹⁸ P.L. 93-290; 88 Stat. 173; May 24, 1974. Prior to enacting this law, males who were not less than 17 years of age could enlist, while females were required to be at least 18 years of age.

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1. General Accounting Office, Reports to Congress; by Comptroller General of United States. Dimensions of insanitary conditions in food manufacturing industry, Food and Drug Administration, Department of Health, Education, and Welfare. Apr. 18, 1972. GA 1.13:F 73/11

Note the word
“insanitary” , not
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Existing conditions

Of the 97 plants included in the sample, 39, or about 40 percent, were operating under insanitary conditions. Of these, 23, or about 24 percent, were operating under serious insanitary conditions having potential for causing, or having already caused, product contamination.

Photographs of conditions at some plants, taken during FDA-GAO inspections, and detailed descriptions of some of the inspection results, will be found in chapter 2.

On the basis of the sample, GAO estimated that 1,800, or about 40 percent, of the 4,550 plants were operating under insanitary conditions, including 1,000, or about 24 percent, operating under serious insanitary conditions.

From 1972...

FDA officials told GAO that there are food plants in existence which may not be on its inventory because, in the absence of plant registration requirements, FDA does not have an effective means of identifying all food plants subject to the FD&C Act. (See p. 19.)

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[Lower Airline Costs per Passenger Are Possible in the United States and Could Result in Lower Fares](#)

<http://gao.gov/products/CED-77-34>

CED-77-34: Published: Feb 18, 1977. Publicly Released: Feb 18, 1977.



Lower Airline Costs per Passenger Are Possible in the United States and Could Result in Lower Fares

CED-77-34: Published: Feb 18, 1977. Publicly Released: Feb 18, 1977.

HIGHLIGHTS

RECOMMENDATIONS

VIEW REPORT (PDF, 200 PAGES) 

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At the request of the Chairman of the Senate Subcommittee on Administrative Practice and Procedure, a study, entitled "Airline Regulation and Market Performance", by Theodore E. Keeler, was evaluated, extended, and updated. The study compared airline fares regulated by the Civil Aeronautics Board (CAB) in 1969 with estimates of fares the airline industry might have charged had it not been regulated. The validity of the study results was evaluated, and annual national estimates were made for the years 1969 through 1974.

Airlines in the United States regulated by the CAB could have operated at a lower total cost per passenger than they did from 1969 to 1974, and passenger fares could have been lower as a result. Travelers could have saved over a billion dollars annually if regulated airlines had operated with characteristics of less regulated airlines.

Additional Materials:



Full Report:
(PDF, 200 pages)

Contact:

<http://gao.gov/assets/120/118198.pdf>

(1969-1974)

<u>CITY-PAIR MARKETS</u>	<u>DISTANCE (MILES)</u>	<u>COACH CLASS FARES</u>			<u>FIRST CLASS FARES</u>		
		<u>ESTIMATED FARES</u>	<u>ACTUAL FARES</u>	<u>MARK UP</u>	<u>ESTIMATED FARES</u>	<u>ACTUAL FARES</u>	<u>MARK UP</u>
MINNEAPOLIS ST. LOUIS	448	\$ 24.36	\$ 32.61	33.9%	\$ 36.52	\$ 45.20	23.8%
JACKSONVILLE PHILADELPHIA	749	33.26	47.64	43.2	50.54	67.41	33.4
CHICAGO MEMPHIS	485	25.25	35.45	40.4	37.89	49.58	30.8
BOSTON PITTSBURGH	496	25.50	36.23	42.1	38.30	50.68	32.3
BOSTON DETROIT	623	29.58	41.33	39.7	44.74	58.34	30.4
ATLANTA WASH., D. C.	540	26.78	38.58	44.1	40.30	53.96	33.9

\$ 27 = \$153 in 2014

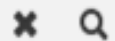
\$ 40 = \$227 in 2014



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Area 51, U-2 and the Accidental Test Flight — Central ...

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Freedom of Information Act Electronic Reading Room; ... To learn more about the **CIA's** U-2 and OXCART history at **Area 51**, see: The **CIA** and Overhead ...



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» Area 51, U-2 and the Accidental Test Flight



Area 51, U-2 and the Accidental Test Flight



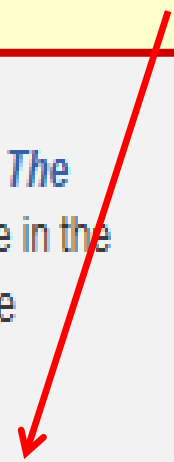
U-2 after flight at Groom Lake. Courtesy
of TD Barnes and Roadrunners
Internationale.

On August 1, 1955, during a high-speed-taxi test in the first U-2, Lockheed's chief test pilot, Tony LeVier, inadvertently became airborne at a remote test site in the desert of western Nevada called the Nevada Test and Training Range at Groom Lake. You may know it as Area 51.

LeVier who had conducted the first taxi-test a few days prior, accelerated the U-2 to 70 knots when he suddenly realized he was airborne, leaving him in "utter amazement."

"I had no intentions whatsoever of flying," recalled

At the bottom of the website is a link to the report released in 2013 (FOIA request)



What to know more?

Have you ever wanted to see Area 51 with your own eyes? Watch *Angels in Paradise: The Development of the U-2 at Area 51* on our official YouTube page. This video was made in the 1960s for family members of the people working at Groom Lake on the U-2 to explain the workers' long absences from home.

To learn more about the CIA's U-2 and OXCART history at Area 51, see: *The CIA and Overhead Reconnaissance – the U-2 and OXCART Program, 1954-1974* (PDF 16.56MB)

To learn about the U-2 from a pilot's perspective, here is a PDF of a *U-2 Flight manual*. (PDF 17.97MB)

See how U-2 reconnaissance helped resolve the *Missile Gap* question.

Posted: Aug 06, 2015 11:15 AM

Last Updated: Aug 06, 2015 11:44 AM

<http://www.foia.cia.gov/>

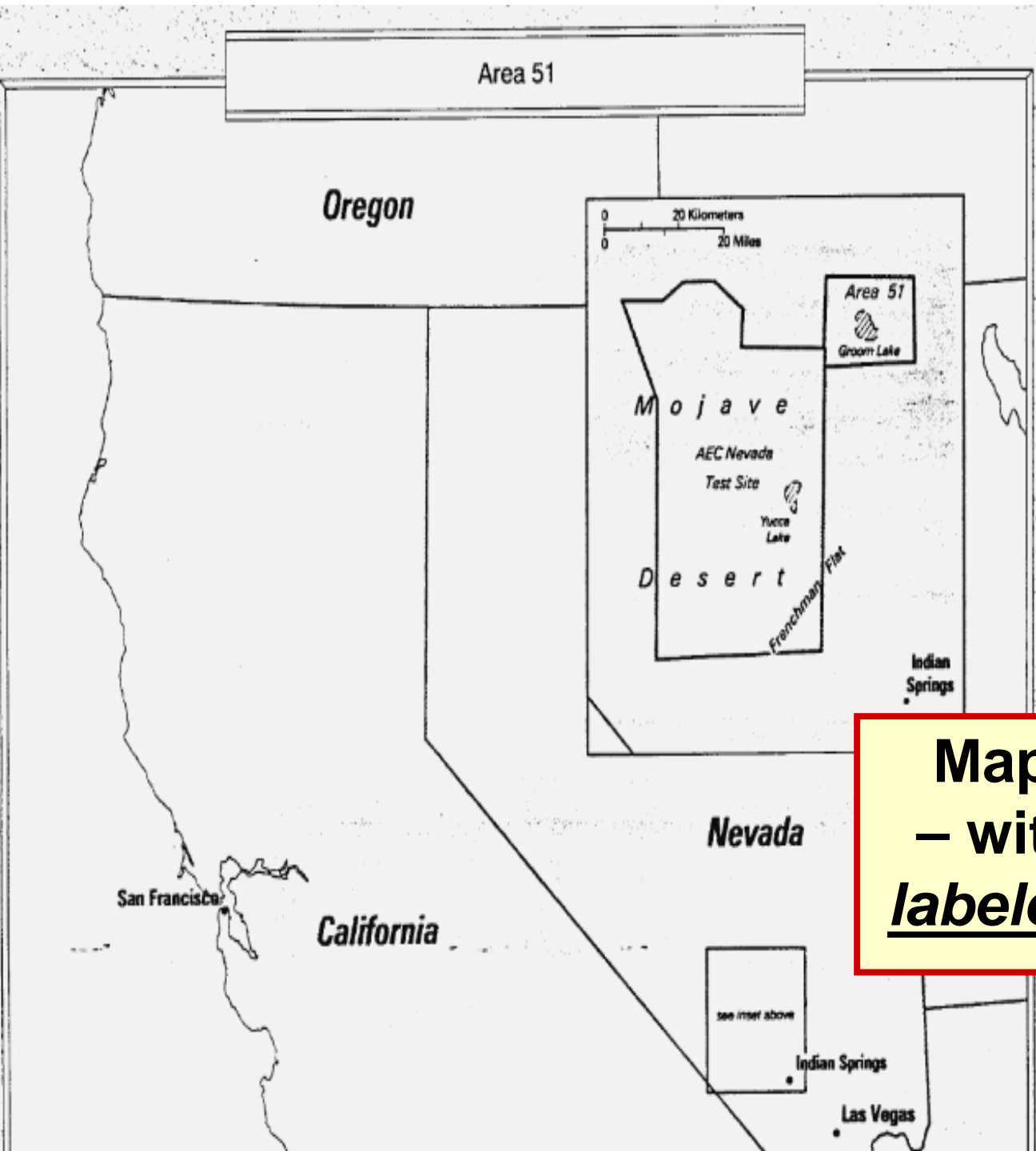
**[within pdf online, can link directly]
406 pages – note 2013 release date of a
report from the 1970's**

Approved for Release: 2013/06/25

~~Secret NOFORN~~

The Central Intelligence Agency and Overhead Reconnaissance:

The U-2 and OXCART Programs, 1954-1974



**Map is on p. 58
– with “Area 51”
labeled as Area 51**



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D	Women in the Lead Industries : Bulletin of the United States
E	Bureau of Labor Statistics, No. 253
F	Women's Educational Equity Act of 1973 : Hearings, Ninety-Third
G	Congress, First Session on S. 2518
H	Women's Place in Industry in 10 Southern States
I	
J	
K	

Women's Place in Industry in 10 Southern States

AUTHORS:

- Anderson, Mary , 1872-1964
- United States. Women's Bureau

DATE: 1931

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The second historical factor that has set a low-wage standard for women in the South has been the dominance in manufacturing of textiles, an industry that has been followed by a low-wage standard whatever the locality in which it has developed. In a study of the wages of over 100,000 women in many industries in 13 States, the Women's Bureau found wages universally low in cotton mills. The low wage for women in textiles may be considered a direct result of the low money value usually attached to the services of the woman

in the home. There she spun and wove, in the early days, without money payment. When she went to spin and weave in the factory, her employer and she herself set a low money value on her work.




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Women in Georgia industries : a study of hours, wages, and working conditions.

Main Author:	U.S. Women's bureau.
Other Authors:	Bryan, Helen. , Best, Ethel Lombard
Language(s):	English
Published:	Washington : Gov't print. off., 1922.
Subjects:	Women > Employment > Georgia Wages > Georgia Hours of labor > Georgia
Note:	"The Atlanta survey was conducted by Miss Helen Bryan and the state-wide survey was conducted by Mrs. Ethel L. Best. The material secured was tabulated by the Women's bureau and the report written by Mrs. Ethel L. Best."--Letter of transmittal. At head of title: U.S. Department of labor. James J. Davis, secretary. Women's bureau. Mary Anderson, director.
Physical Description:	vii, 89 p. ; diagr. ; 23 cm.
Locate a Print Version:	Find in a library

Viewability:

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(original from University of Illinois at Urbana-Champaign)

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of this adjustment in living. In the textile plants for which figures were secured by the National Industrial Conference Board, the number of women decreased 28.6 per cent, and in these same plants actual earnings decreased 32 per cent.⁵ Throughout the country more decreases in wages were reported for the textile industry from July 1, 1920, to March 31, 1921, than for any other of the 395 industries included in the figures of the Bureau of Labor Statistics. The importance to the workers of Georgia of this tremendous decline in the textile industries, both in the numbers employed and in the earnings of those still working, is evident from the fact that Georgia ranks third among the cotton-producing States in the number of spindles and looms in its mills.⁶ This large industry, therefore, conditions the lives of thousands of women in the State. It is

earnings of those still working, is evident from the fact that Georgia ranks third among the cotton-producing States in the number of spindles and looms in its mills.⁶ This large industry, therefore, conditions the lives of thousands of women in the State. It is equally true to say that it conditions the lives of thousands of families, for whole families still work in the mills, as is shown by the following advertisement which appeared in a newspaper in Georgia during the course of this survey:

WANTED—Families of spinners and spoolers for night work. We can use other members of families in other departments of the mill and can let some members of families work in the daytime, if necessary.

Such advertisements as this are distributed in towns at circuses or celebrations which attract farmers from the surrounding country.

Monthly Catalog of U.S. Government Publications, 1895-1976

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[List of abbreviations](#)

Publication title:	Automobile and air pollution, program for progress: [pt 1], Report of Panel on Electrically Powered Vehicles to Commerce Technical Advisory Board.
Corporate/agency author:	Commerce Department , Washington, DC, 20230
Publication date:	Oct. 1967
SuDoc number:	C 1.2 :Au 8/pt.1
Description:	iv+51 p. il. 4°

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clay

Beneficiation and Utilization of Georgia Clays

Author:

Stull, R. T.

Year:

1926

Document Type:

N/A

Issuing Agency:

United States. Bureau of Mines.

Series:

United States Bureau of Mines Reports

Report Number:

Bulletin 252

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INTRODUCTION

The Federal Government has done considerable work on the white-clay deposits of the lower Appalachian and Piedmont regions and has published the results.¹ All of this work, with one exception, had to do with the primary kaolins of the Piedmont Plateau. Bureau of Mines Bulletin 128 describes an investigation of the problem of refining the secondary (sedimentary) clays of the Dry Branch district of Georgia and the utilization of these clays in the manufacture of white ware. After the washing practice at the plant of the Georgia Kaolin Co. was modified to include the use of electrolytes to float the clay, preliminary tests of the washed clay were made. The washed clay was later tried in practice in dry-pressed ceramic bodies.

**First
footnote
on p.1
leads to
more on-
point
reports**

¹ Watts, A. S., Mining and Treatment of Feldspar and Kaolin in the Southern Appalachian Region: Bull. 53, Bureau of Mines, 1913, 170 pp.; Sproat, I. E., Refining and Utilization of Georgia Kaolins: Bull. 128, Bureau of Mines, 1916, 59 pp.; Ries, H., Bayley, W. S., and others, High-Grade Clays of the Eastern United States, with Notes on Some Western Clays: Bull. 708, U. S. Geol. Survey, 1922, 314 pp.

Can limit by year, and subject, from results



KEYWORD SEARCH

title:supersonic x Search [advanced search]

4 results returned

▼ Published Year

1960-1969 (4) *

▼ Subject

Jet planes--Fuel (2)

Airplanes--Wings, Cruciform (1)

Coal (1)

Heat--Transmission (1)

Langley 9-inch supersonic tunnel tests of several modifications of cruciform lifting surfaces :three-component data results of tests of models of span less than 1

Synthetic fuel from coal for supersonic aircraft

Hydrorefining coal-oils to fuels for supersonic aircraft

Steam-water condensing-injector performance analysis with

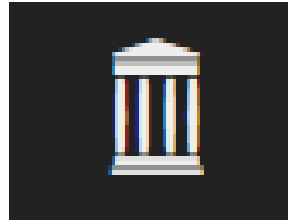
Synthetic fuel from coal for supersonic aircraft

Author:	Schlesinger, Martin D.
Additional Authors:	Hiteshue, Raymond W.
Year:	1961
Document Type:	BMRA
Issuing Agency:	U.S. Dept. of the Interior, Bureau of Mines,
SUDOC:	I 28.23:5902
Series:	Report of investigations / United States Department of the Interior, Bureau of Mines ;
Report Number:	5902
Subjects:	Jet planes--Fuel
	Coal
Link:	http://hdl.handle.net/2027/mdp.39015078529917

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Coal is a potential source of thermally stable jet fuels, and there are vast reserves that could be effectively applied to this process. Not only is the supply adequate, but also coal has a cyclic structure bridged by linkages that rupture during carbonization or hydrogenation. Thus, a cyclic feedstock that is particularly suitable as a starting material is available. Depending

Many articles have appeared in recent years in aeronautical journals that indicate the intensity of the work being done on jet aircraft and the fuels required. The more advanced the technology becomes, the more selective the fuel requirements for powering these aircraft. Although there is no clear picture of future requirements for jet-aircraft fuels, preliminary work has been started to evaluate many potential fuels. The Air Force is coordinating the fuel evaluation program and will eventually select a set of final specifications.⁶ A pure compound would probably be the desired fuel, but price and availability will undoubtedly result in the adoption of a limited mixture as a



Forest Conditions in the Olympic Forest Reserve, Washington

by [Arthur Dodwell](#)

Published [1902](#)

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110, iii p. xx pl. (incl. fold. map, col. diagr.) 30 cm.

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omissions**

The total area examined was 3,483 square miles. Of this 2,883 square miles, or 83 per cent, are covered with merchantable timber; 177 square miles, or 5 per cent, have been burned; 16 square miles have been logged; 255 square miles, or 8 per cent, are naturally timberless, consisting almost entirely of alpine meadows; and 150 square miles, or 4 per cent, consist of rocks and ice, lying high up near the summits of the mountains.

The timber of the reserve amounts to the enormous total of 60,998,250 M feet B. M., sufficient to supply the entire United States demand for two years. The

The timber consists, as classified by lumbermen, of the following species and amounts:

Amount of timber in Olympic Forest Reserve, by species.





Species.	M feet B. M.	Per cent.
Red fir	14,521,750	24
Cedar	6,390,250	10
Hemlock	25,837,250	42
Spruce	3,492,500	6
Lovely fir	10,756,500	18



The automobile and air pollution ; a program for progress.

Corporate Author:	United States.
Language(s):	English
Published:	[Washington] : U. S. Dept. of Commerce; [for sale by the Supt. of Docs., U. S. Govt. Print. Off.], 1967-
Subjects:	Electric automobiles. Automobiles > Motors > Exhaust gas. Air > Pollution.
Physical Description:	p cm.
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RECOMMENDATION 4

The Federal Government should continue to establish standards for all harmful automotive emissions, and realistic timetables for the achievement of such standards.

RECOMMENDATION 5

The Federal Government should immediately establish standards for the lead content in gasoline which will prevent any further increase in the total quantity of lead emitted to the atmosphere. The Department of Health, Education, and Welfare should begin an intensive study of the long-term health effects of lead in the atmosphere to determine requirements for future action.

RECOMMENDATION 6

The Federal Government should set standards for emissions, including smoke and odor, for gasoline and diesel powered trucks and buses.

RECOMMENDATION 7

The Federal Government should increase its support for mass transportation research, development, and demonstration programs related to the reduction of air pollution.

Note -the word "lead" is cut off

TOTAL U.S. AIR POLLUTION BY SOURCE-1966

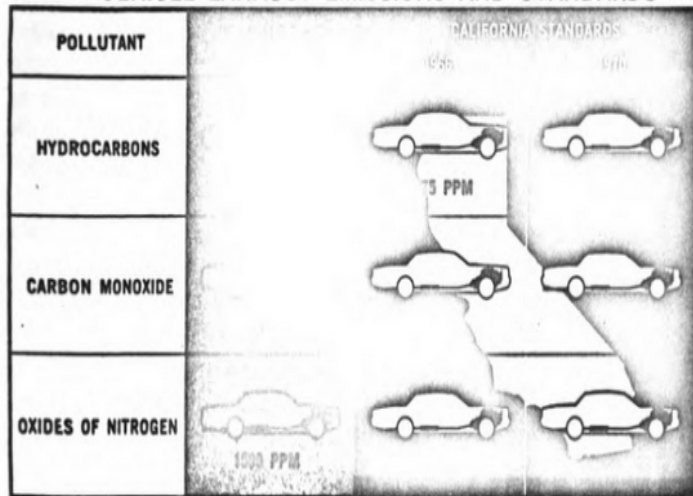
FIGURE 2

SOURCE	TONS/YEAR	% OF TOTAL
INDUSTRY	23,000,000	16.8%
POWER PLANTS	20,000,000	14.1%
MOTOR VEHICLES	86,000,000	60.6%
SPACE HEATING	8,000,000	5.6%
REFUSE DISPOSAL	5,000,000	3.5%
	142,000,000	

	TONS/YEAR
CARBON MONOXIDE	66,000,000
OXIDES OF NITROGEN	6,000,000
HYDROCARBONS	12,000,000
SULFUR OXIDES	1,000,000
LEAD COMPOUNDS (as lead)	190,000
PARTICULATES	1,000,000

Source: THE SOURCES OF AIR POLLUTION AND THEIR CONTROL,
Department of Health, Education, and Welfare, 1966










FIGURE 4 VEHICLE EXHAUST EMISSIONS AND STANDARDS



* National standards for hydrocarbons and carbon monoxide beginning with 1968 model vehicles.

** Parts Per Million.

FIGURE 4 VEHICLE EXHAUST EMISSIONS AND STANDARDS

POLLUTANT	UNCONTROLLED VEHICLE	CALIFORNIA STANDARDS	
		1966*	1970
HYDROCARBONS	 900 PPM**	 275 PPM	 180 PPM
CARBON MONOXIDE	 3.5%	 1.5%	 1.0%
OXIDES OF NITROGEN	 1500 PPM	 350 PPM	 350 PPM

* National standards for hydrocarbons and carbon monoxide beginning with 1968 model vehicles.

** Parts Per Million.

From Univ. of
Michigan's copy

From Penn State's
copy

TABLE 4. COMMUTER EXPOSURE TO CARBON MONOXIDE

Part II

20-30 Min. Runs in Traffic
(Concentrations in ppm)

City	Year	Route Type	No. Runs	Exposure During Run			Brief Peak Exposure		
				Min.	Avg.	Max.	Min.	Avg.	Max.
Atlanta	1966	Expressway	10	12	23	35	50	73	92
		Arterial	9	21	30	40	37	62	91
		Center City	7	13	21	27	33	49	75
Baltimore	1966	Expressway	18	2	9	21	6	32	79
		Arterial	25	6	17	33	14	37	82
		Center City	14	15	24	38	28	54	92
Chicago	1966	Expressway	34	13	24	37	24	52	91
	1967	Expressway	34	3	20	35	7	43	86
	1966	Arterial	51	7	16	31	16	32	59
	1967	Arterial	29	1	16	41	3	32	68
	1966	Center City	17	24	32	55	36	58	91
	1967	Center City	10	19	34	53	45	70	109

Total losses: The California Motor Vehicle Pollution Control Board (CMVPCB) has stated that the average automobile emits approximately 10%, or 420 pounds, of its total fuel consumption in the form of unburned hydrocarbons, and subsequently indicated that evaporation losses were underestimated. Esso Research estimated 530 pounds in a 1967 report ¹⁹ on the subject. An approximation of 520 pounds per year is used in this calculation.

Crankcase emissions: General Motors ²⁰ estimates that crankcase emissions make up 30% of the total hydrocarbon emissions (or 156 pounds) while Esso Research and the CMVPCB estimate 25% (or 130 pounds). An approximation of 130 pounds is used.

Evaporation losses: General Motors estimates that carburetor losses make up 12% of the total, and tank evaporation another 12%, for a total loss of 24% (125 pounds). However, this data was taken in tests conducted at Palm Springs, California, and may be slightly higher than a general average. Esso Research estimates 90 pounds. CMVPCB originally

Carbon Monoxide: A General Motors chart dated February 3, 1967, gives a rough approximation of typical automotive carbon monoxide output vs. time:

1927-7%	1960-3.4%
1940-4%	1965-3.4%
1950-3.75%	1968-1.5%

Esso Research estimated an output average of 1,700 pounds for uncontrolled vehicles.

Catalytic Converters

During the years 1957-1964 considerable work was done in industry to develop catalytic converters for the reduction of hydrocarbon and carbon monoxide emissions. These converters operate quite effectively when new, but rapidly lose their effectiveness with increased miles of operation due to deposits from tetraethyl-lead fuel additives which coat the catalyst. After 12,000 miles of operation most catalytic converters fail to meet the California standards of 275 ppm hydrocarbons and 1.5% carbon monoxide.

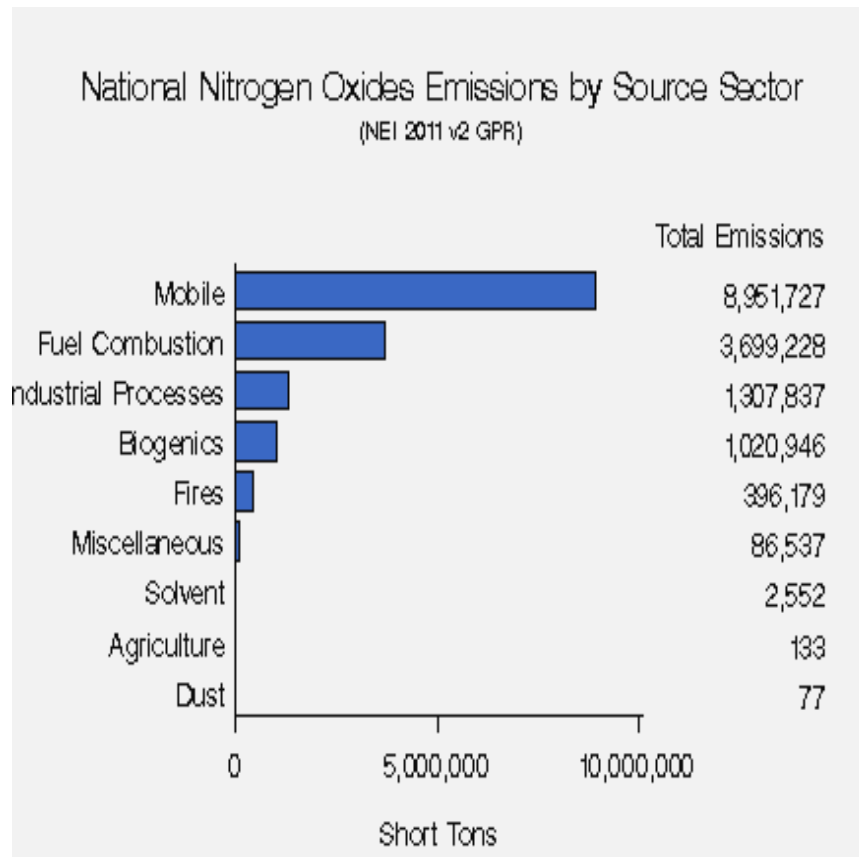
Work on catalytic converters was virtually stopped in 1964 when it became clear that the engine modification and air injection approaches were adequate for the 1966 standards. The limited life of the catalytic converters with leaded fuels was considered a serious disadvantage.

Downtown Los Angeles with pollution trapped beneath an inversion layer at 250 feet.

Source: Los Angeles Air Pollution Control District.



Update, from EPA, on pollution, 2011



Mobile

Aircraft
Commercial Marine Vessels
Locomotives
Non-Road Equipment - Diesel
Non-Road Equipment - Gasoline
Non-Road Equipment - Other
On-Road Diesel Heavy Duty Vehicles
On-Road Diesel Light Duty Vehicles
On-Road Gasoline Heavy Duty Vehicles
On-Road Gasoline Light Duty Vehicles

<http://www3.epa.gov/otaq/climate/measuring.htm>

Measuring Greenhouse Gas Emissions from Transportation

This page provides information about measuring greenhouse gas (GHG) emissions from transportation and the contribution of transportation sources to total emissions of greenhouse gases.

Emissions

GHG Emissions from a Typical Passenger Vehicle

[Greenhouse Gas Emissions from a Typical Passenger Vehicle \(PDF\)](#) (5 pp.,

268K, EPA-420-F-14-040a, May 2014) Find answers to common questions about GHG emissions from passenger vehicles and how these emissions are measured and calculated.

Fast Facts: U.S. Transportation Sector Greenhouse Gas Emissions

[The 2012 Report \(PDF\)](#) (9 pp., 819K, EPA-420-F-15-002, March 2015)



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Greenhouse Gas Emissions from a Typical Passenger Vehicle

Links to a report, issued annually:

The EPA also publishes industry-wide data in the report, “[Light-Duty Automotive Technology, Carbon Dioxide Emissions, and Fuel Economy Trends](#).” This report analyzes trends in fuel economy and CO₂ emissions for new light duty vehicles from 1975 to the present.

Fast Facts (5 pgs, issued March 2015) at:
<http://www3.epa.gov/otaq/climate/documents/420f15002.pdf>

U.S. Transportation GHG Emissions by Gas, 2012 (Tg CO₂ Equivalent)

Source	CO ₂	CH ₄	N ₂ O	HFCs	Total	Percent
On-Road Vehicles ^a	1,473.9	1.2	12.7	70.6	1,558.4	76.1
Light-Duty Vehicles	1,061.0	1.1	11.7	58.5	1,132.2	55.3
Passenger Cars	759.8	0.8	8.0	25.2	793.8	38.8
Light-Duty Trucks	301.2	0.3	3.6	33.3	338.4	16.5
Motorcycles	4.2	0.0	0.0	0.0	4.3	0.2
Buses	18.2	0.0	0.0	0.4	18.6	0.9
Medium- and Heavy-Duty Trucks	390.6	0.1	0.9	11.7	403.4	19.7
Aircraft	145.1	0.0	1.4	0.0	146.5	7.2
Commercial Aviation	113.3	0.0	1.1	0.0	114.4	5.6
Military Aircraft	12.1	0.0	0.1	0.0	12.2	0.6
General Aviation	19.7	0.0	0.2	0.0	19.9	1.0

Emissions Metrics
A teragram (Tg) is equal to 1 million metric tons

<http://www3.epa.gov/otaq/consumer/03-co.pdf>
2003 EPA pamphlet

The EPA motor vehicle program has achieved considerable success in reducing carbon monoxide emissions. EPA standards in the early 1970's prompted automakers to improve basic engine design. By 1975, most new cars were equipped with catalytic converters designed to convert carbon monoxide to carbon dioxide. Catalysts typically reduce carbon monoxide emissions upwards of 80 percent. In the early 1980's, automakers introduced more sophisticated converters, plus on-board computers and oxygen sensors to help optimize the efficiency of the catalytic converter.

Today's passenger cars are capable of emitting 90 percent less carbon monoxide over their lifetimes than their uncontrolled counterparts of the 1960's. As a result,

Monthly Catalog of U.S. Government Publications, 1895-1976

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Example: Oct. 1904,
issue # 289

“Monthly catalog”
entry is very
detailed

SEARCH FOR OIL IN ZANTE.

(From United States Consul Long, Patras, Greece.)

A prominent English syndicate has recently begun a search for oil on the island of Zante, in this consular district. The present operations are on the site of what have been known for centuries as the "pitch wells," located in the southernmost portion of the island, some 10 miles from the town of Zante, and reached by an excellent carriage road from that place. These pitch springs, or wells, are usually named among the interesting antiquities of the island, and received descriptive mention by Herodotus, Pliny, and others.

In the larger of the two springs the pitch is seen bubbling up, as it comes from the earth, beneath exceptionally clear water. The substance rises in large bubbles, which assume the form and appearance of rubber balls, until the inclosed air bursts the globules and the pitch passes off. The output of this spring is estimated at about 3 barrels a day, and can be utilized for commercial purposes when mixed with pine pitch, although in its crude state it is comparatively valueless.

From the U.S. Serial Set Digital Collection (ProQuest; Readex also offers this.). HathiTrust also has many issues.

MOTOR-CAR PERILS IN ENGLAND.

(From United States Consul Hamm, Hull, England.)

Many of the public roads, the circular continues, can no longer be used by pedestrians; especially by old persons or children, by riders and drivers of horses, or by bicyclists, without incurring serious risk from the drivers of motor cars and motor cycles, to say nothing of the concomitant evils—dust, noise, and smell. And it is asked: “Are the general public content to be driven off the highways without remonstrance for the benefit of a comparatively small number of persons who ignore their rights?”

The scheme to repair and bring these old Roman roads into use again for the accommodation of cycles and motor cars is an ambitious one, and if carried out will need national assistance through Parliament. There is one aspect of the question which may give the movement popularity. It is pointed out by a military authority as follows:

In the event of an invasion of England there is no doubt that motor wagons will be very much used, and in that case direct roads like these old Roman ways would obviously be an immense advantage if they were in proper condition for motor traffic.

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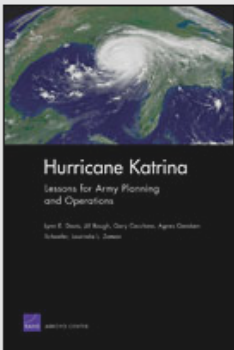
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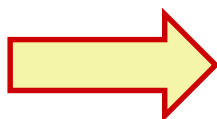
Hurricane Katrina
Lessons for Army Planning and Operations

Lynn E. Davis, Jill Rough, Gary Cecchine, Agnes Gereben Schaefer, Laurinda L. Zeman

By: Lynn E. Davis, Jill Rough, Gary Cecchine, Agnes Gereben Schaefer, Laurinda L. Zeman

The efforts undertaken by civilian and military organizations in response to Hurricane Katrina were historically unprecedented, but problems did arise in the military response that contributed to delays in accomplishing evacuations and relief operations across the storm-ravaged areas of Louisiana and

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Consumption of cotton in the cotton states.

Main Author:	Watkins, James Lawrence. [from old catalog]
Language(s):	English
Published:	[Washington, Gov't print. off., 1904]
Subjects:	Cotton growing and manufacture > Southern states. [from old catalog]
Physical Description:	iii, 463-478 p. illus., 4 pl. 23 cm.
Locate a Print Version:	Find in a library service is not available from this catalog. Search Worldcat

Viewability:

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Note the pagination – as it turns out, these pages are reprinted from the 1903 Yearbook of Agriculture

Georgia, now third in importance, was second among the Southern States to begin the manufacture of cotton. As early as 1798 a cotton mill was incorporated, but there is no record to show that any organization under the charter was perfected. In 1809 there was a small horsepower mill in operation at Louisville.

But the first cotton mill of any consequence in the State was known as the "Bolton Factory," and was built in 1811, on Upton Creek, 9 miles southeast of Washington, in Wilkes County. It was 60 feet by 40, two stories, attic, and basement, and was constructed of brownstone.^a (Fig. 49.)

**1st cotton
mill – Wilkes
County;
2nd mill at
Moore's Mill,
near Athens**

In March, 1827, the foundation of a mill, with 1,000 spindles and 30 looms, was laid at Moore's Mill, 4 miles from Athens. This was the second in the State run by other than horsepower. In 1828 four cotton mills are said to have been constructed and put in operation—1 at Augusta, 2 at Milledgeville, and 1 at Indian Springs, in Butts County. A mill was also built at Athens in 1834.

In 1837 a mill was in operation at Columbus, and in 1839 one was built at Roswell. In 1846 two mills were constructed—one at Troup Factory and the other at Waymanville.

In 1840 there were 19 cotton mills in operation in Georgia, operating

**1st cotton
mill – Upton
Creek, near
Washington,
in Wilkes
County**

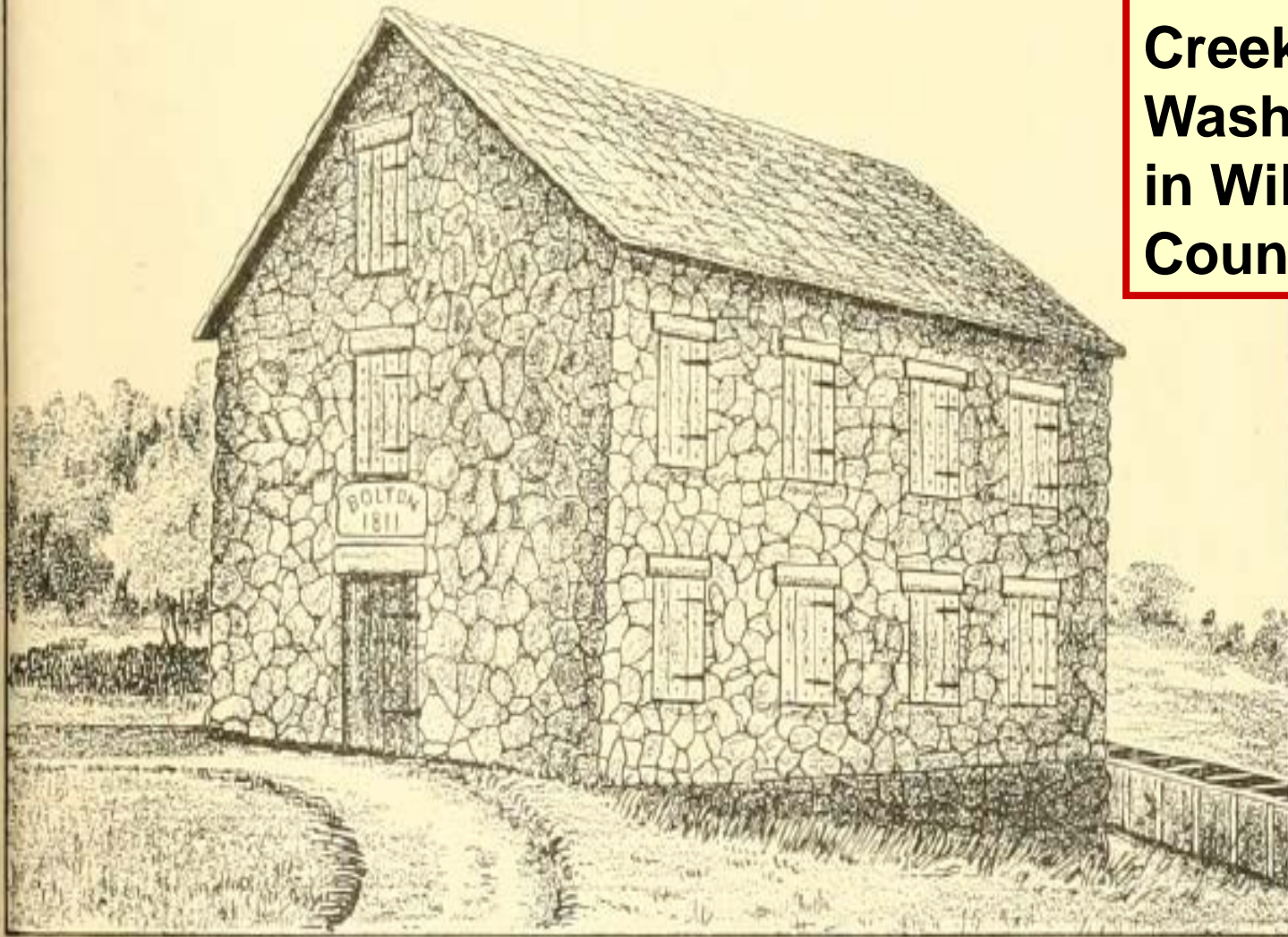
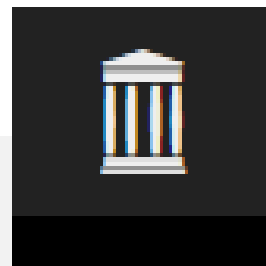


FIG. 49.—“Bolton Factory,” the first cotton mill in Georgia—built on Upton Creek, Wilkes County, in 1811.

Report is also in Internet Archive



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Subjects:	<u>Zoning law > United States</u> <u>Building laws > United States</u> <u>Land use, Urban > United States</u> <u>Political corruption > United States.</u>
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City	Number of Persons	Percent Responding		
		"Great Deal" or "Some"	"A Little" or "Almost None"	Other Response
Albuquerque, New Mexico	471	48%	34%	18%
Atlanta, Georgia	469	68	20	12
Baltimore, Maryland	500	65	25	10
Boston, Massachusetts	507	70	16	14
Denver, Colorado	357	48	31	21
Kansas City, Kansas	193	40	28	32
Kansas City, Missouri	383	57	23	20
Milwaukee, Wisconsin	443	42	41	17
Nashville, Tennessee	426	59	27	14
San Diego, California	517	47	36	17

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